密勒氏評論報

MILLARD'S

REVIEW

OF THE FAR EAST

Published Weekly

at Shanghai China

Saturday November 1st 1919

Police Interference in Public Gatherings in the International Settlement

China's Railway Situation in A Nutshell

By J. E. Baker

American Adviser, Ministry of Communications

Dr. Sun's Plans for Saving China

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Vol. X No. 9

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	$	$	$	$	$	$	$	$	$	%	$	$	$	%
Peking-Hankow	168841	239515	268	458623	106796	.....	14526418	873848	.....	6.02	2301021	56470	.....	2.25
Peking-Mukden	54262	255705	116110	193857	.....	234590	11274764	.....	1733939	-15.38	2071980	.....	113514	-5.48
Tientsin-Pukow	136418	179340	4408	320167	73111	.....	8539709	1642163	.....	19.23	.....	.....	.....	.....
Peking-Suiyuan	30260	52741	3948	46949	.....	1477	2630070	158984	.....	6.04	501689	93911	.....	18.73
Shanghai-Nanking	90419	54667	3003	148089	24669	.....	3345702	581073	.....	17.37	935223	77780	.....	8.32
Shanghai-H-Ningpo	47507	17075	931	65553	484	.....	1575359	105824	.....	6.72	385670	10036	.....	2.60
Cheng-Tai	12105	22306	139	34549	.....	13531	1780946	.....	345899	-19.42	386150	.....	22141	-5.75
Canton-Kowloon	17650	2917	700	21267	6116	.....	593691	42913	.....	7.23	162784	1795	.....	1.10
Kirin-Changchun	11764	29914	128	41806	5790	.....	1084069	96395	.....	8.89	361480	129560	.....	-35.84
Taokow-Chinghua	5382	22556	304	28254	20096	.....	584844	3450	.....	.59	139178	.....	-3821	-2.02
Chuchow-Pinghsiang	2366	15824	.....	18190	4105	.....	340070	148168	.....	43.56	114860	57566	.....	50.12
Canton-Samshui														
Changchow-Amoy	810	24	83	918	.....	246	19334	.....	16251	-83.83	4130	.....	11322	-274.14
Kaifeng-Honan	19654	15067	823	35544	16543	.....	853769	292380	.....	34.25	176181	.....	3413	-1.94
Wuchang-Changsha	10286	37028	49	47363	42410	.....	901017	830146	.....	92.13	165657	149305	.....	90.13
Ssu-Tsen	3954	10728	7	14689	5906	.....	411473	184611	.....	44.87	109164	38516	.....	35.26
TOTAL	611688	1005407	101269	1515826	59182	.....	48460285	2863826		5.91	7815167	460728		5.89

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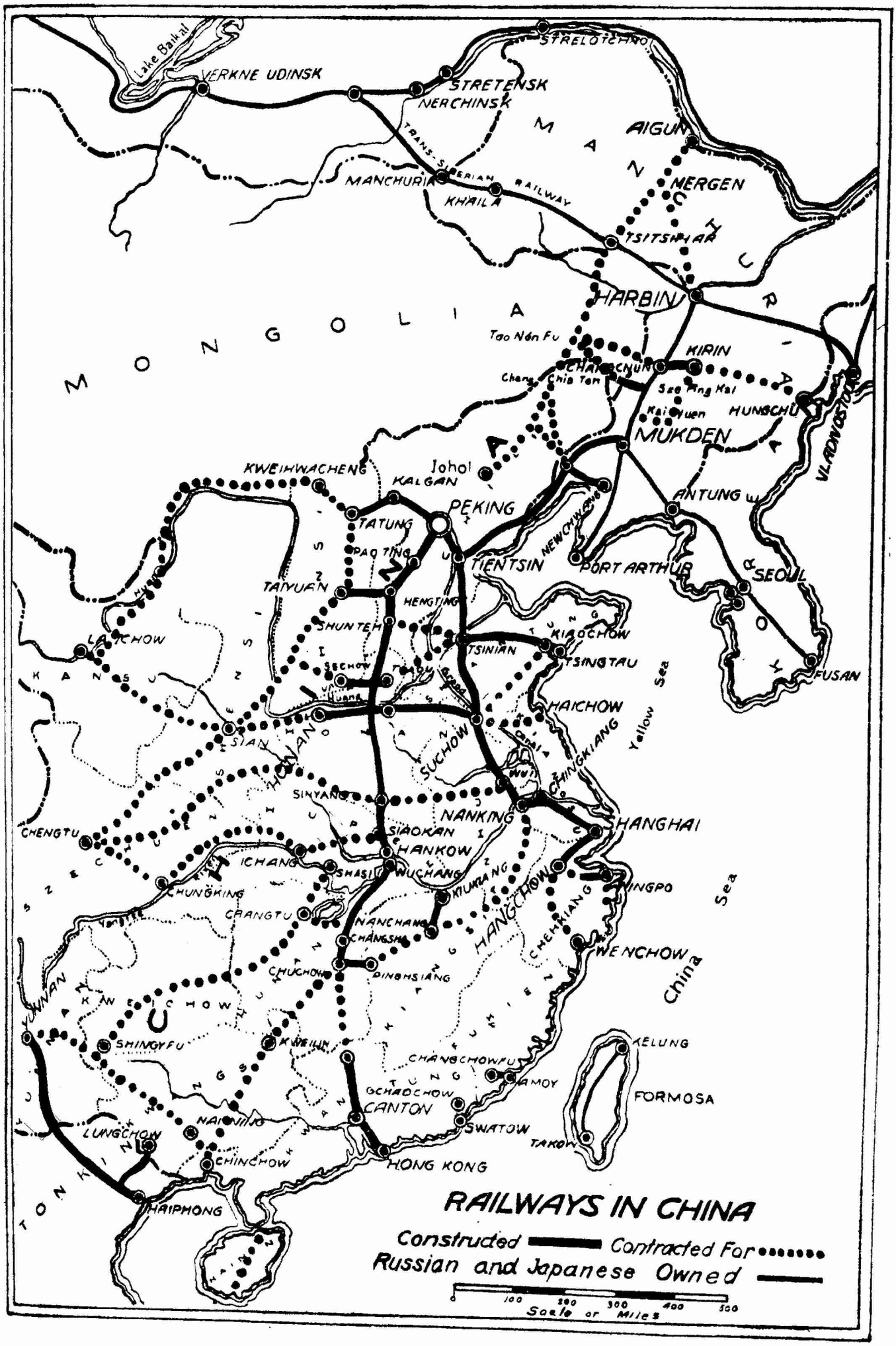
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MILLARD'S

REVIEW

OF THE FAR EAST

密勒氏評論報

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Contents

Editorial Paragraphs 349
Special Articles
How to Save China 352
China's Railway Condition in a Nutshell ..... John Earl Baker 354
Outline for Study of History, Finance, Commerce and Geography ..... C. F. Remer and H. F. MacNair 371
News from North China 372
News from Central China 373
News from South China 374
Who's Who in China ..... J. H. 375
News Summary of the Week 378
Men and Events 380
Peking Y.W.C.A. Prepares to Raise $6,000 in Twelve Days 384
Far Eastern Press Opinion 386
Finance and Commerce 390
New Books and Publications
Books on Community Service 395
The United States Court for China 395

COMMUNICATIONS PERTAINING TO SUBSCRIPTIONS OR ADVERTISING SHOULD BE ADDRESSED TO THE REVIEW AT 113 AVENUE EDWARD VII, SHANGHAI, CHINA. SINCE THERE IS A U. S. POSTAL AGENCY IN SHANGHAI, AMERICAN DOMESTIC POSTAL CHARGES APPLY BETWEEN THIS PORT AND ALL PARTS OF THE UNITED STATES.

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A FEW months ago a number of prominent Chinese business men held a meeting at one of the large Chinese hotels in Shanghai for the purpose of discussing methods for improving Chinese manufacturing industries. There were about twenty-five Chinese at the meeting, including bankers, cotton-mill owners, directors of express companies, and steamship companies. In addition to the Chinese present there were a few foreigners at the gathering, including two American officials. During the course of the meeting one of the employes of the hotel entered the room, interrupted the discussion, and stated that a policeman from the office of the Shanghai Municipal Police desired to interview the chairman of the gathering. After the interview the detective departed and the meeting proceeded. When the same organization met the next month the same thing happened again, that is, a policeman entered the building demanded the reason for the gathering, asked for a copy of the constitution, a list of the the members, etc. Since this unusual activity of the Shanghai Municipal Police Department was "a bit too thick" one of the foreign members of the organization visited the Chief of Police and made inquiry regarding this action toward a gathering of well-known Chinese and foreigners who were working to bring about better conditions and development in China.

THE Chief of Police stated that there was a municipal regulation forbidding the holding of political gatherings inside of the International Settlement, and that the visit of the police had been in that connection. It was explained to the Chief of Police that the meeting was non-political in character; that this fact was prominently noted in the constitution in both the Chinese and English languages. The Chief then pointed his finger at one of the names in

the list of members of the organization with a questioning attitude indicating that in his mind, he believed that somebody had lied. The name indicated was that of a prominent Chinese, a director of a large Chinese company here, a man now internationally famous as one of China's delegates to the Paris Peace Conference. The Chief had not heard of the company in question—in spite of the fact that it is located on a prominent street and has connections abroad. Although industrial development was the main theme of discussion at the gathering in question, it is altogether possible that Chinese political matters were also discussed. It is difficult in these troublesome days for any gathering in Shanghai to steer clear of political affairs whether that gathering consists of two men taking lunch at a club, or a meeting of a thousand in a public lecture hall. This also applies elsewhere, but so far as we know no other city outside of pre-war Russia, Germany, Turkey or present-day Japan gives its police power to interfere in peaceful gatherings of citizens for the discussion of public affairs.

IN Shanghai on Szechuen Road is located the central building of the Chinese Y. M. C. A. In this building several hundred Chinese young men find recreation in the form of athletic games, evening schools where such subjects as stenography, bookkeeping, commercial subjects, and the English language are taught. There are also rooms where Chinese young men find lodging at reasonable rates and there is a foreign-style dining room. This Y. M. C. A. building although originally established with philanthropic funds from America is maintained entirely by Chinese in the form of donations and in membership dues. In this building is a large auditorium where lectures are given by both foreigners and Chinese and on Sunday there is a religious service. For the past year the management of the Chinese Y. M. C. A. has been continuously persecuted by the police department of the International Settlement of Shanghai because of discussions in this building which the Shanghai Municipal Council consider to be "political" in character. In one case the Chairman of the Shanghai Municipal Council (during the Chinese boycott last May) became so wrought up over an apparent disregard of the Municipal instructions regarding political discussions, by the Y. M. C. A., that he demanded the deportation from Shanghai of an American who occupies a secretarial position with the Chinese Y. M. C. A. This request was of course ignored by the American authorities who attributed it to an exciteable nature, overwrought by the excitement of the students' agitation and Chinese boycott against Japanese goods.

DR. Sun Yat-sen, first president of China who is now in official retirement, makes his home in the French Concession of Shanghai. A few weeks ago he delivered a lecture at the headquarters of the Chinese World's Student Federation on Bubbling Well Road, Shanghai, on the subject, "The Salvation of China." Dr. Sun is the recognized leader of a considerable group of liberal-minded Chinese in all parts of the country, in short he is one of the leaders of the Chinese Southern or Constitutional party. The lecture was one of a series of lectures by prominent Chinese that have been held at the Federation headquarters in Shanghai. Dr. Sun waxed eloquent on the political situation in China and made some uncomplimentary remarks about militarism in both China and Japan. The Secretary of the Shanghai Municipal Council heard of this lecture, or he may have read an account of it in the Shanghai newspapers. On October 21, he addressed a note to the Students' Federation that contained the following sentences: "This address was of a decidedly political character, and I am accordingly directed to point out that meetings at which such addresses are given are not permitted in the Foreign Settlement, without express sanction from the Council —that any further breach of these Regulations will involve strong action on the Council's part." This, we must admit, is rather strong language to be used in reference to an address delivered by a former president of China, and not calculated to promote friendship on the part of the Chinese people toward the Municipal administration of China's chief commercial port.

PERSONS who are familiar with the past history of Shanghai when this Settlement was the home of liberality and the refuge of Chinese who fled from the persecutions of their old autocratic government, are naturally wondering what has come about to cause the Shanghai Municipal Council to adopt the methods of Prussianism that have been eliminated from all parts of the world except in Japan and in parts of China where Japanese Prussianism holds sway. In American cities and also in England where democracy really exists the "rights of the people peaceably to assemble, and to petition the Government for a redress of grievances," is not questioned. Further it has been found that public gatherings even to the limits of street-corner oratory are a good safety valve where persons who are discontented or who have a grouch at anything, may "let off their steam" as it were. In Manila for instance, U. S. Government officials pay no attention to gatherings of Filippinos whether the gatherings are "political" in nature or otherwise. It is possible that there might be interference if the speeches were down-right seditious, but the Philippine citizens are at perfect liberty to preach independence to their hearts content—and further they may send as many delegations as they desire to America to preach the doctrine to the American

people at home. But in Shanghai it is different, and the average foreign or Chinese citizen is at a total loss to understand the attitude. Is the Municipal Council (international in name only) deliberately playing into the hands of the Japanese militarists and autocrats who are working to stifle and smother the development of democracy and independence in China? If the Japanese were administering the government of Shanghai we might and would expect the present policy. The attempt to muzzle the press of Shanghai a few months ago was without question a Japanese-Prussian measure to prevent liberal discussion in China. Every reactionary move of the Shanghai Municipal Council is applauded in Tokio and in reactionary circles in Peking. People who really understand the drift of present political affairs in China are deeply apprehensive regarding the effect of the present Council's attitude upon all foreign interests in China. They fear the actual elimination of all foreign interests and authority in China—or worse a reign of bolshevism. The policy of the Council which must be based upon *pure ignorance of Chinese affairs*, is rapidly leading in this direction.

THE editor of the *Wei Yi Jih Pao*, a Chinese newspaper published in Peking, was arrested and his paper shut down in consequence of a demand by Mr. Obata, the Japanese Minister, personally communicated to the Chinese Foreign Office. Mr. Obata's complaint was that the Chinese paper published at the beginning of October a translation of an article from a Japanese paper in which the Mikado was characterized as a fallen idol in the eyes of the labor class in Japan, who are now able to see and think for themselves. He declared this to be a slur on the sacred name of the Emperor of Japan and demanded the imprisonment of the editor and the closing of the paper. At first the Chinese Acting Minister of Foreign Affairs refused to consider the matter, but when Mr. Obata persisted in his demand, he promised to leave it to the legal authorities. A few days later, the demand of the Japanese Minister was literally carried out to the astonishment of the Chinese press in the Metropolis. The fate of the "guilty" editor is now hanging in the balance. He is at the mercy of Mr. Obata. This unjust and summary way of dealing with Chinese newspapers encourages or rather compels the Chinese publishers to reincorporate and register their papers with foreign consulates as foreign papers in order to be free from the ruthless hands of their own authorities whose sole function appears to please their Japanese backers. Foreign interests in Chinese newspapers has proved to be a good remedy. This method recently saved two Chinese newspapers in Tientsin from sharing the fate of the *Wei Yi Jih Pao*. They are the Chinese *Peking and Tientsin Times* and the *Yih Shih Pao* or *Social Welfare*, both of which have been carrying on a vigorous campaign against General Yang Yi-teh, Police Commissioner of Chihli, for his attempt to suppress the students' activities in favor of a better government. Although some Americans are interested in *Social Welfare* and some Britons are interested in the Chinese *Peking and Tientsin Times*, they are Chinese owned. The police threatened to close them and arrest their editors. This threat brought forth energetic protests from both the American and British Consulates. The American Consul-General told the police authorities that if they intended to carry out the threat he would see to it that the American authorities would take action to prevent them, even if it meant sending a detachment from the 15th infantry stationed at Tientsin. He further told them that *Social Welfare* had been asked not to publish encouragements to the students to oppose the government and that if the paper made remarks to which the police take objection the matter must be taken up through the proper channels where it would be dealt with according to law. The British Consul-General took a similar strong attitude towards the threat to close down the Chinese *Peking and Tientsin Times*. He called upon the Civil Governor of Chihli in person and presented a memorial giving a list of the employes of the paper and stating officially that if any of them is arrested

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or injured he would hold the local government responsible. Unless the Chinese officials realise the seriousness of this situation and radically modify their attitude towards the press, a day may come when all the Chinese papers are foreignized and placed beyond their control.

RETURNING to the *Wei Yi Jih Pao* case, the following views of the British correspondent of the *Peking and Tientsin Times* possess more than an average interest: "It would be interesting to know by what right the Japanese Minister made this demand, for it would appear that he thinks that the same rigid manner of suppressing news and comments on politicial affairs in vogue in Japan should be carried out in China. That the Japanese Minister should be successful in forcing the government to arrest the editor of this paper is a proof of the manner in which the Japanese in Peking are controlling the Government. The Japanese Mikado is no more sacred than any other head of a nation, or the President of China, and he is just as much open to criticism as any other ruler. The old idea that "the King can do no wrong" is worn out, and while any disrespectful reference to any ruler must be considered in bad taste and should be condemned, fair and honest criticism of any ruler, including the Mikado, is permissable. The action of the Japanese Minister in this case is a blunder and is a proof that the Japanese are trying to prevent the Chinese press from fair and honest comment. The fact that a Japanese could use the expressions complained of without being punished is a striking proof of the discrimination being shown between Chinese and Japanese. It is not known yet when the editor will be brought up for trial, but it is to be hoped that the Chinese judicial authorities will maintain their independence and will not allow the Japanese Legation to influence their decision. As the Japanese Minister preferred the charges against the paper he should be requested to come forward at the trial and to state exactly what has been said to hurt his susceptibilities concerning his ruler. The Japanese should be made to realize that the Japanese Government is not in the position to close the mouths of everyone in China as it does in Japan, where anything but favorable criticism is not allowed to be published. While the Japanese have the same right as other Powers to protest against unseemly language in connection with their ruler, they have no right to interfere with liberty of the Chinese press."

How to Save China

The following paragraphs on the foregoing subject are taken from an address by Dr. Sun Yat-sen, delivered on October 18, before the World's Chinese Students' Federation of Shanghai.

NOW, why, in the eighth year of the Republic, are we still seeking means to save our country? It is because China has reached a most critical stage and we are in greater danger than ever before. We are threatened with internal as well as external dangers. Internally, there is war between North and South; externally our national existence is threatened by our powerful neighbor. Therefore effective measures must be adopted to save our country.

There are only two courses to adopt in order to save this Republic of ours. First, to maintain the status quo—that is to secure a genuine and permanent peace, by restoring the legal parliament. Second, by resorting to a radical change—that is to begin the revolutionary work again. Now, what is meant by maintaining the status

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quo? Several months ago, as you are aware, a Peace Conference was opened at Shanghai, prompted by the warning of the Five Powers. Practically all the questions were settled by the two delegations, excepting one, which was, how to dispose of the Parliament.

(1) Since the Militarists have deprived the people of their sovereign power, by violating the Constitution of the Republic, then this power must be returned to the Revolutionists who were the founders of the Constitution. (2) If the Militarists are unwilling to do this on the ground that this power was wrested by force from the Manchus, then let them follow the example of Chang Hsun by returning this power to the Manchus and effecting a Restoration of the Manchu dynasty again. (3) If the Militarists are unwilling to do so, then let them keep this power by proclaiming one of themselves Emperor, as Yuan Shih-kai did.

It is for you to decide what you wish and it shall be done. You may think that you have no power, but by the Provisional Constitution of the Republic you have become the masters of the land. Your power will be effective if you learn how to use it. Just look at the Students' Movement which adopted only passive measures, yet what wonderful results were obtained in a short time. Unity is strength. If you now unite to act in the right way to demand the restoration of your own rights, in the form of Parliamentary Government, I assure you that you will succeed. Hitherto only my followers and I insisted that Parliament must be restored. For two years—against overwhelming odds—we have held our own singlehanded. If you will throw your weight into the balance, I believe the Peking Government will not dare defy us any longer. Thus can a true and lasting peace be secured. This is what I mean by maintaining the status quo.

If this can not be realised, then the only other way is to begin all over again the revolutionary work. "A revolution! Have we not had enough of revolutions?" some of you may say. Many people say that the revolutionists know only how to destroy but not how to construct. That is not true, so far as my followers are concerned, because we were only too anxious to go into constructive work before we had throughly destroyed. Thus many undesirable things were left undestroyed. We destroyed the Manchu dynasty but left the old and rotten official system intact. Rather our fault is it that we do not know how to destroy enough. We destroyed one autocrat but in his stead sprang up three of the worst kind. Now

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the mandarins, the militarists and the intriguing politicians reign supreme in this Republic.

Fellow-countrymen, as you are the masters of the Republic, it is for you to order that these corrupt elements shall go. Have you made up your mind to get rid of them? Some of you may say that you have no means to do so. But do you remember that a few days ago you celebrated the eighth anniversary of the Revolution? How was this Revolution effected? It was only by a lucky accident. It happened that the Revolutionary Headquarters at Wuchang was discovered by the Manchu Government's detectives and arrests followed. So the Engineer and Artillery corps, owing to fear of further arrests, started the movement..... So you see how meager were the means of the revolutionists when they started the great revolution which you celebrate on the tenth of October every year.

There are at present fifteen divisions of the patriotic army fighting for the Constitutionalist cause in the South. This patriotic army will not take orders from selfish tuchuns and superior officers but will take orders from the people. That was why when I started the present war against the traitors of the North, the Militarists of the South strongly opposed my project. The Tuchun of Canton, where I made my headquarters, was the staunchest supporter of the Peking Gang. When I revealed my scheme to him he immediately raised objections. But as the soldiers were with me he had to let me have my own way.

"My fellow-citizens, it is for you to decide if you will take the second step. I have at least fifteen divisions of the patriotic army at the South and at least five divisions in the North, who will be ready to take your orders. So do not fear that you have no power to carry out your wishes.

Great peril now awaits us from the threatening (Japanese) Twenty-one Demands yielded by the usurpers at Peking. You demand that this dangerous treaty be abolished but how can the Militarists do so since they are absolutely under the control of the very Power with whom that treacherous treaty was made? But even if they could and would comply with your demand you are practically surrendering your own rights by giving the Peking usurpers the power of making and unmaking treaties. Do you realize the absurdity of it? This is equivalent to jumping from the frying pan into the fire; only making matters worse. You should know that the power of making and unmaking treaties rests with Parliament, hence to restore Parliament to power means everything to you. If Parliament cannot be restored to perform its proper functions then the only other way to repudiate this treaty is by effecting a revolution to overthrow the usurpers, together with the corrupt system of the old mandarinate. I trust you see wherein our salvation lies. It is for you, Citizens, as Masters of the Republic, to give us the mandate to act; and I assure you that your highest expectations will be fulfilled.

China's Railway Condition in A Nutshell

BY JOHN EARL BAKER

(*American Adviser to the Ministry of Communications*)

CHINA has 6,000 miles of railroad. The United States with about the same area has 250,000 miles. With this comparison it is the fashion to prove the extent of China's backwardness, her conservatism, with even a hint of stupidity. The inference is then drawn that China perhaps is incapable of progress, does not desire progress, and that at best "East is East and West is West," with all the indefinite hopelessness which is associated with the remainder of the sentiment. Without intending to deny any geographical axiom, it is hereby asserted that this inference is entirely without basis and that the lack of progress as evidenced by railway building is to be counted to the credit rather than to the discredit of China and the Chinese.

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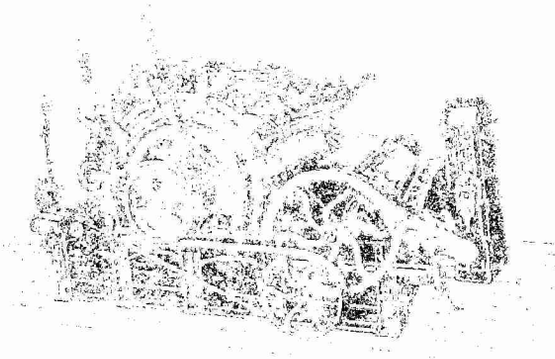

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China and Japan were opened to foreign intercourse at about the same time. China required a second contest with the "foreign devils" to convince her that Western methods were more effective in war. This with the great Taiping rebellion required ten years. Just before the collapse of this great civil war, foreign merchants in Shanghai began to agitate for a railway to Soochow. During the following year Sir Maconald Stephenson, the great builder of the Indian railways, came to China and added the weight of his opinion to the demand for railways. When it is remembered that for fifteen years the utmost effort of the Dynasty had been expended in war, ten years of which were against the very foreigners who were urging the construction of this unknown contrivance, the Chinese refusal is not at all strange. Although locomotives had been used in and about mines in England for twelve years, staid members of parliament opposed the charter for the Liverpool and Manchester in words like these, "this infernal nuisance—the locomotive monster, carrying eighty tons of goods, and navigated by a tail of smoke and sulphur, coming through every mans grounds between Manchester and Liverpool."

On June 1, 1825, the same Thomas Crevey wrote, "Well, this devil of a railroad is strangled at last." Now the English had been familiarized with all the stages of evolution of the cart track and the stationary engine up to the railway locomotive acting as a common carrier. Yet in spite of all this the Liverpool and Manchester was "strangled" several times before it was born. To the Chinese the railroad was entirely a new contrivance. Why should they accept it on faith more readily than did the English? Thirteen years after the success of the "Puffing Billy," the English Parliament gave a charter to the Liverpool and Manchester. Thirteen years after the first suggestion for a railroad was made at Shanghai, the Shanghai Woosung line was opened in China.

This Shanghai Woosung line, however, was ill-fated. The contract under which it was constructed provided for an "improved road." In the minds of the foreign builders this gave them permission to lay rails and use locomotives. On January 20, 1876, the first rail was laid—four years after the first rail line was opened in Japan. On the 14th of February following, the "Pioneer," a diminutive locomotive of 2,200 lbs., ran three-quarters of a mile,—the first locomotive trip in China. The Taotai now protested that nothing but an ordinary highway was in his mind when he made the agreement, and that the foreigners had taken an unwarranted advantage of the Chinese authorities. While the subject was being argued, rail laying was being pushed, and on the first of July the line was opened for ceremonial traffic. Two

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days later commercial service began, and was so popular that six round trips per day were required to accommodate all who wished to ride. But just one month later, a Chinese was struck by the train and killed. This lent to the Taotai a certain support from popular sentiment. The line had now been completed to Woosung, and was ready for goods traffic in addition to passengers, but the Taotai insisted upon buying it out. He tore up the track, and conveyed all the rolling stock to Formosa where it was dumped upon the beach. The station building at Shanghai was torn down, and as a propitiation, a temple to the Queen of Heaven was erected upon its site.

So far as Shanghai was concerned, that was the last of railways for several years. But in north China, another railway project was started the next year. Tong King Sing, with the protection of Li Hung Chang, had formed the Chinese Engineering and Mining Company for the exploitation of the Kaiping coal field some fifty miles north of Tientsin. This company employed British mining engineers who pointed out that there must be improved means of transportation for the product, if the mines were to be a success. Accordingly permission was sought for a "railway" from the mines to Peh Tang at the mouth of the river of that name. But Imperial sanction could not be obtained for this length of line, and a compromise was arrived at by which a line about six miles long was built to a canal at Hsu Ku Chuang. It was well understood that the permission obtained admitted only mules or other draft animals as motive power. But C. W. Kinder, the engineer in charge, believed that he was building the stem of a continental railway system, and he laid it out with the standard gauge of 4 feet 8-½ inches. He also set to work constructing a locomotive out of an old stationary boiler, channel iron, and some wheels which had been purchased as "old iron." This engine was christened "The Rocket of China," and put into service on the ninth of June, 1881, the one-hundredth anniversary of the birth of George Stephenson, builder of the first "Rocket." Stories are told by present day officers of the Peking Mukden line, of how Kinder from time to time had to dismantle this locomotive and bury the parts when Imperial representatives came to visit the mines. But nothing untold happened to indicate any disturbance of "fengshui," the mines prospered, and the usefulness of the railway and the locomotive soon became well accepted.

It was five years before this strange device was well enough accepted for the owners to get permission to extend it, which they did in 1886. Yet this period is no longer than the British required before they adapted the first locomotives to general hauling. And immediately this first extension was accomplished, railway enterprise began to get under way. A company was formed under the name "Kaiping Railway Company," with Wu Ting-fang, former minister to the United States, as president. On April 12, 1887 this company issued the first railway prospectus in China. When it is remembered that the corporation as a form of business organization was almost as novel as the railway itself, it is remarkable indeed that less than two years later the money had been raised by subscription in China and the line actually

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built to Tientsin. With the joining of this commercial center to an outlying industrial center, as exemplified by this instance, the railway as an institution may be said to have been finally accepted in China. This was in 1889, twenty-five years after the close of the Taiping rebellion.

A generation may seem a long period to delay an institution which was inevitable. It undoubtedly evidences both ignorance and suspicion of foreign institutions and of the people who sought to introduce them. But after centuries of isolation, broken only by a decade of war, it would have been remarkable indeed if four hundred millions of people could be more quickly converted to the methods of their conquerers, or that a decaying dynasty far removed from contact with the foreign influence should take leadership in such innovations. Japan, a small compact nation, with only one-tenth the population of China, and a consequent freedom from adverse advices, required some twenty years after Perry's entrance to become converted to the railway. In view of the difference in circumstances, is it not remarkable that China should have required only twenty-five?

The name of the Kaiping Railway company was almost immediately changed to "China Railway Company,"—a recognition of the larger ambitions of its management. This occurred in 1887. The line encountered some local opposition in Tientsin where vested interests were used by jealous politicians to make trouble, but two years later, in 1891, the Imperial Government began to take an active part in the plans of the railway administration. It was ordered to extend the line northward to the Great Wall at Shanhaikuan, on the ground of military expediency. The Chinese Imperial Railway Administration was then formed and three years later, in 1894, took over practically all of the private shares. Ambitious plans, though carefully concealed from public knowledge as a practical matter, were laid for the extension of this main stem in both directions. The first extension to receive attention was that to Peking. This was completed to Fengtai just south of Peking in 1894. At the same time surveys were run northward from Shanhaikuan and reconnaisances were made almost to Vladivostock, with the idea of finally extending the line to that port. A large bridge works was planned at Shanghaikuan on the theory that this would be a central location for the fabrication of girders and truss sections for the entire line. The locomotive works which had originally grown at Tongshan in proportion to the needs of the railway, were to be enlarged and equipped to

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erect and even build locomotives for all the Chinese lines which were then being planned. The Hang Yang Iron Works were erected at the junction of the greatest series of internal water communication in the world for the avowed purpose of rolling steel rails for the Chinese lines. While Chang Chih Tung, one of the great viceroys, was planning a national trunk line system, the Imperial Railway Administration made its preparations to build southward from Peking toward Hankow. Construction northward had reached Shahouso, some 57 miles north of the Great Wall when there befell China the first of a long series of misfortunes which have dogged and delayed railway construction every since. This event was the war with Japan. It marks an epoch in Chinese history.

The ease with which the Japanese pigmy brought the Chinese giant to his knees surprised China no more, perhaps, than it did most foreign observers. It was well known that the dynasty was decadent, but this sudden collapse gave the further impression that China was utterly without force or cohesion and was about to fall apart from rotten ripeness. Like vultures around a wounded stag, the representatives of all nations began to gather round, seeking advantageous perches from which to fly down to get their share of the carcass when China should become utterly unable to ward them off. Russia whose intrigues for privileges in Manchuria had led to the survey of the Imperial Railway towards Valdivostock secured a most favorable position by taking the side of China and demanding that Japan refrain from occupying the Liaotung Peninsula as one of the spoils of war. France and Germany manoeuvred for position by joining Russia in this demand. But China in the following year, August 29, 1896, learned what this friendship was to cost, when she found that in addition to the payment of a huge indemnity to Japan as an alternative she next must yield to Russia the privilege of building a railroad across the province of Manchuria, with further provision for a branch through the Liaotung Peninsula to Port Arthur. France, who for fifty years had been pressing against the southern border from Annam immediately secured some sort of permission for railway construction in the southern provinces, and in 1898 secured a definite contract for the construction of a line from the Annam border to Yunnanfu. Germany, not at all backward, seized upon the murder of two missionaries in Shantung as basis for the concession of Kiauchau and a railway line west to Tsinan during the same year. Russia, who had been casting an expectant eye upon Kiaochau, also immediately countered by demanding and securing a lease of the Daiotung peninsula for the period of ninety-nine years. And England stepped into Weihaiwei "for so long a period as Port Arthur is occuped by a foreign power." There were further exchanges of notes between China and these several powers with respect to the alienation of privileges in other provinces, by which various "spheres of influence" were delimited. China was face to face with actual dismemberment.

But China, in spite of her physical weakness, showed herself able to stem the tide which was about to overwhelm her. Sheng Kung Pao, who had been commissioned to carry through the Imperial railway line to Hankow entered into negotiations with Senator Washburn of America to undertake this work as a commercial enterprise. While these negotiations were under way British representatives appeared and made similar proposals also for the building of this line. Great Britain had been demanding privileges in the Yangtse valley commensurate with those which Russia, France and Germany had practically seized on the north, south and east and it was in pursuance of this policy that her financiers took a hand in the Peking Hankow bidding. Here was a situation which Sheng easily turned to the advantage of China, and while he was playing off the British against the Americans for better terms, along came a Belgian company and agreed to all the Chinese demands "that were wrangled about with the British and the Americans without further discussion."

The essential difference between the Peking Hankow contract and those obtained by France and Germany is that of ownership and control. The lines through Shantung and through Yunnan are absolutely foreign property. All the profits accrue to the foreign owners. Charges are assessed, employes hired or discharged, services rendered or denied all without any consideration to the Chinese government. No reports of any sort are rendered. In pursuance of the rights wrested from the Germans, the Japanese as soon as they took over the Shantung railway discharged every engine-driver, station-master, foreman and clerk, and replaced them with Japanese. The same thing occurred upon the South Manchurian railway. Thousands of Japanese soldiers are now stationed along these lines to police them. The Russians have done similarly upon the Chinese Eastern Railway. It was known that they would do so when the contracts were made, no doubt. But on the Peking Hankow the Chinese Government is admitted to be the owner. The final profits go into the Chinese treasury. Though foreign engineers and other technical experts were employed, they were considered employees of the Chinese Government rather than of Belgium. Chinese soldiers or railway police alone were permitted upon the line, and provision was made whereby in 1908 China secured absolute control of the foreign personnel of the line.

Perceiving also the dangerous proximity to Peking which the line to Port Arthur would give the Russians, China determined to proceed with the line north of Shanhaikuan. But the war with Japan had left her treasury empty. So she negotiated a loan from British interests, sufficient to build to the Russian line at Mukden and to the boundary of the Liaotung peninsula, —the Liao river—opposite Newchwang. Whether the British believed their investment not entirely safe in purely Chinese hands, or merely wished to get a footing upon Chinese railways somewhat comparable to that of the competing nations, she secured by this loan the appointment of a British Engineer-in-Chief, Chief Accountant, and other technical heads of departments of a line for the term of the loan. More important, perhaps, she reserved the rights of financing the construction of all extensions and branches, if foreign capital be required. This loan agreement with the British precipitated a tense situation with Russia, but after considerable negotiation England and Russia exchanged notes by which Russia withdrew her opposition to the British loan. At the same time she secured an undertaking from Great Britain not to oppose her applications for concessions north of the Great Wall and agreed on her own part not to oppose British attempts to gain concessions in the Yangtse Valley. Both agreed not "to infringe the sovereign rights of China," but this agreement so clearly marked out their respective "spheres of influence" that neither China nor any other third power had any great faith in their good intentions, and they were considerably suspicious of each other.

At the same time, the Belgian company which had been successful in the Peking Hankow competition, refused to abide by its agreement, and was supported by both the French and the Russian Legations in securing a new contract with more favorable terms. The result of this was to convince the Chinese that Belgium instead of being merely "an iron and steel manufactory without any wish for aggrandizement" as Sheng Kung Pao had been led to believe, was in reality a liason agent working to connect the Russian sphere on the North with the French sphere on the South, and confine all other nationalities, China included, to the coastal plains. This aroused no little resentment and led immediately to the contracting with the American-China Development Company for the construction of the Canton Hankow line, on terms similar to those obtained on the Peking Hankow line. The Belgians were sorely disappointed by the loss of the southern section of what was intended to be a through Peking-Canton trunk line, but they did not quite give up hope. The Americans found that the estimates for this line had been based upon the assumption of fairly level grades whereas for fully three hundred miles most difficult mountain country was encountered. This required a revision of the amount of the loan. As in every other country, Chinese projects always find an opposition. This opposition appeared to find a great deal of assistance in the defeated Belgians. While these revisions were being negotiated, the Boxer trouble came on. Shortly afterward, the president of the American-China Development Company died, and while this company was minus his inspiring leadership, the Belgians quietly secured a controlling interest in the American company by operations on the New York stock market. They elected a president of their own, who in fulfillment of instructions began to replace the American engineers in China with Belgians. Now, to protect China from the possibility of Belgian control of this line, there had been inserted a clause in the agreement that the *Company could not transfer its right to any other nationality*. Technically this had not been violated, but when the Chinese found that the Belgians were in actual control of the line they very properly raised the charge of bad faith. Although J. Pierpont Morgan brought about the repurchase of American control of the Development Company, the confidence of the Chinese was shaken and they insisted on buying out its privileges, and taking other means to build the line.

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This however carries us somewhat ahead of the main current of the story. When the Germans actually began to invade Shantung, the birthplace of Confucius, and the full significance of the French and Russian concessions began to be appreciated, a great wave of national resentment began to rise. Incoherent mass resentments are always difficult to manage, as witness the French Revolution and the more recent debacle in Russia. It took on a semi-religious aspect in China, possibly due to the fact that the most numerous representatives of the hated foreigners were religious teachers. When a nation sees red, it never discriminates. There is no doubt that the Manchu house at first secretly encouraged the Boxer movement as a means of creating a following which would lend resistance to foreign aggression and improve its own domestic position then imperiled by its inability to repel foreign invasion. But the movement got entirely out of hand. It developed into a frenzy rather than into a program. It brought about an armed foreign invasion with further humiliation to China and greater financial impoverishment. It brought home to every Chinese a certain fear of foreign power, but it abated not one whit the determination of either ruler or subject to resist the domination of aliens. Perhaps it had a certain sobering effect upon the aggressive tendencies of certain Powers. At any rate there have been no more railway concessions like that to Germany in Shantung.

During the "battle of concessions" in 1896-97 and 1898, a large number of lines in addition to those already mentioned were agreed upon provisionally. Among these French-Belgian enterprises were very prominent. The first of these to be brought to a conclusion was for a line from a connection with the Peking Hankow line to Taiyuanfu in the great mineral province of Shansi. The financial agency was the Banque Russo-Chinois, the same as in the case of the Russian built Chinese Eastern Railway. But whereas in the latter case the agreement provided that "The Chinese Government transfers to the Company (Chinese Eastern) the complete and exclusive right of operating the line on its own account and risk." In the Chentingfu-Taiyuanfu railway agreement it is stipulated that with respect to the choosing of foreign employees as well as Chinese employees and in several other matters, "All shall be submitted for the approval of the Director General of the Imperial Railways of China." This agreement was signed October 15, 1902. A similar contract was made with another French-Belgian Company, November 12, 1903 for another east and west line from Kiafengfu to Honanfu. These terms, won first in the bargaining over the Peking Hakow line, were thus extended over all the lines affected with a Belgian interest.

In the Meantime British interests had been pressing for final contracts for lines provisionally agreed upon in 1897-8, but so far without result, except in the case of a very short line serving the Peking Syndicate mines. Upon this there was absolute foreign control of operations and personnel, but since the line was short, isolated, and so far in the interior, it did not figure politically. But on July 9, 1903, a contract was signed with the British and Chinese Corporation for the building of a line between two very important and prosperous cities, Shanghai and Nanking. While the contract is careful to specify that the foreign officials of the line "shall not be allowed to treat Chinese officials with disrespect or interfere with local affairs, or usurp the authority of local officials," that the railway police are to be "of Chinese with Chinese officers," yet the control of the operations of the line rest finally with the foreign members of the administration. This is accomplished by vesting the supervision of the line in a Board of Commissioners consisting of two Chinese and three foreigners, among whom is named the Engineer-in-Chief. While the well-informed perceived the fundamental distinction between these agreements and those which ushered in the "battle of concessions" persons not favored with inside knowledge but who merely knew that more foreigners were about to build railways, who observed Chinese farmers being disposed of their lands to make way for the line, and who saw Chinese subjects taking orders from the foreign engineer,—thus, the great mass of the Chinese people in the far removed provinces, could make no distinction between lines which were destined to make a national system of communications and those which were known by all to be the instruments for the dismemberment of China. Mind you, this failure to make distinction was not peculiar to the Chinese. All the popular writers of the day adopted the view that China was to be divided, and that the character of the contract made little difference. All a nation needed to do was to get a contract,—"maskee the terms,"—but get a contract, and in the fullness of time the territory affected by the contract would fall into its lap. When these views were so confidently expressed in London, Paris, Berlin and St. Petersburg, is it remarkable that the Chinese shared them!

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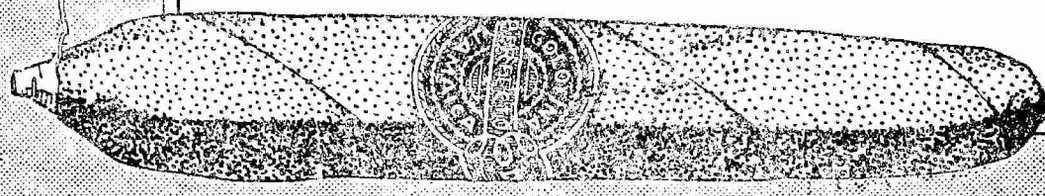

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Hence, arose the "local movement." Throughout the country a great enthusiasm arose for building railroads out of local funds. It was realized that large centers must be connected by through lines which would have to traverse several provinces. In order to provide for this, through routes were marked out, but a company formed within each province undertook to build the section within its native borders. Lines between Tientsin and Chinkiang, Shanghai and Ningpo, Canton and Hankow, Hankow and Szechuan, with several others of lesser importance were thus determined upon. In some cases provincial taxes, in others subscriptions from the local gentry, and in still other cases both sources were called upon to provide the funds. The first foreign trained native engineers were engaged to survey the routes and undertake the construction. Considerable confidence in their ability had been engendered by the successful construction of certain short lines before 1900. Among the latter were the resurrection of the Shanghai Woosung line, and the new Chichow Pinghsiang line to serve the collieries at the latter point.

Provincial opposition was strong enough to delay until 1907 the final signing of a loan contract for the Canton Kowloon line, to delay until 1908 loan contracts on the Tientsin Pukow and the Shanghai-Hangchow-Ningpo and until 1911 contracts for the Canton Hankow and Hankow Szechuan lines. But it was not able of itself to get any real construction done. Unfortunately in China as in every other country there is partizan politics. As in every other country there are men who will use the zeal for a noble cause to further their own ends. As in every other country many mediocre men are called to positions of responsibility. The "local movement" undoubtedly was furthered a great deal by men who wished to use it as a means of opposing the Manchu dynasty then tottering to its fall. Others saw in railway construction vast sums of money to be spent, from whose handling might be gained large "squeeze." But the failure of the "local movement" was due more than anything else to the absolute lack of experience on the part of the Chinese with this scale of "big business," the novelty of the corporation as a form of organization, and the absolute lack of system of law and of courts for the protection of investors with certainty and expedition. It is just beginning to be realized widely that this one lack is the greatest impediment under which large scale industry in China labors. But no one, foreign or native, arose to make the point clear at that time, and these years of failure are comparatively few in which to learn the lesson.

Although it still temporized with the provinces, the Manchu house decided to get on with railway construction. Ten years had passed since the war with Japan; the latter had just beaten Russia and taken over a large portion of the branch of the Chinese Eastern running to Port Arthur and re-christened it the South Manchurian Railway. This war had made a tremendously profitable traffic for the Imperial Railways of North China (the Peking Mukden line). The Peking Hankow was earning a fine profit. The Shantung Nanking, the Yunnan, and several other lines were building. The Imperial house decided to take the earnings from the Peking Mukden line and build from Peking to Suiyuan over the historic Nankow pass. It was decided to use only Chinese engineers and as far as possible only Chinese materials. If this difficult piece of construction could be performed successfully, it should strengthen the confidence both of provinces and of foreigners in the capacity of the Throne to handle the situation, and besides this use of money offered a possible mode of proceedure for the future. A year later the late Dr. Jame Tien-yow opened the first section of this line.

On the Tientsin Pukow route, in addition to the local opposition to foreign construction, the situation was complicated by the mutual opposition of German and British interests. It is very likely if this had not been the case, German pressure would have made short work of the provincial objections. On the Shanghai-Hangchow-Ningpo route there was a similar local project, but the British did not care to ruthlessly disregard it, although they had been possessed of a preliminary contract covering this route since 1898. Both of these routes had been under almost constant negotiation ever since. After all these years of parrying, the Central Government was able to secure the loan jointly from the British and the Germans and at the same time give up practically no administrative powers. Article 17 of the agreement begins "The construction and control of the railway will be entirely vested in the Imperial Chinese Government." It agreed to appoint a German and a British Chief engineer to superintend construction upon the respective Northern and Southern districts. In practice considerable numbers of foreigners have been employed in technical positions, but this employment was purely optional on the part of the government. Tranfers of funds and purchases of materials are made purely on the authority of the Chinese Managing Director. Finally China had achieved the position of an untrammelled borrower for railway purposes. This contract was signed January 13, 1908.

"Pukow terms" is now synonymus with a contract which safe-guards Chinese control in every respect. Feeling now that it could extricate itself from the embarrassing position between the provinces and the British, the Government next summoned the representatives of the Chekiang and Kiangsu provincial railways to Peking. Evidently the "Pukow terms" satisfied these representatives for they consented to the agreement for the Shanghai-Hangchow-Ningpo line with the British, and this was signed on March 12. These two contracts have formed the precedent for all succeeding contracts for construction. But evidently the provincial representatives were not trusted by their constituents or else were not convincing in explanation,

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for a few weeks after their return the opposition was as fierce as ever and the line remained under disunited provincial control for several years.

Shortly afterwards the Government strengthened its position by repaying the Peking Hankow loan by means of another loan in which no restriction whatever was placed upon the Chinese with respect to administrative control so long as interest and the amortization payments are met. The government voluntarily retained most of the foreign officials which the Belgian company had appointed, but placed the nominal authority in the hands of Chinese to whom the foreigners report. This action upon the Peking Hankow, the building of the Peking Suiyuan, the negotiation of the Tientsin Pukow agreement and the Shanghai-Hangchow-Ningpo agreement mark the years 1908 and 1909 as the period during which the central government demonstrated its ability finally to handle the situation so far as foreign contracts were concerned.

China had now the ten-year struggle for existence. But the struggle in the provinces for absolute Chinese control of the railways had so emboldened the elements in the provinces which were working for the overthrow of the Manchu dynasty, so many other things had come up to destroy the confidence of the people in their rulers, that though successful in its foreign negotiations, these dates mark the rapid decline of the Imperial power. Another railway contract proved its undoing. For several years the provinces had been trying to build the line from Hankow to Canton, and another from Hankow to Szechuan. By 1911 the former had spent some Tls. 10,000,000 and could show for it only thirty-five miles of poorly constructed, poorly equipped line. The latter had spent a similar amount and had built only a terminal at Ichang and eight miles of line. The government determined to take over these lines and made an agreement with the Four-Nation group under Pukow terms to finance the new construction and the purchase of the provincial properties. For the latter it proposed to pay on the Hunan-Hupeh section the full value of the shares paid up. On the Hankow-Szechuan and Kwantung sections it would pay only a portion, granting rights to the remainder to participate in net earnings when there might be any. It also threatened to take legal proceedings against officers of the latter lines who were accused of mishandling of funds. The terms secured from the foreigners were fair and safe. They left all powers of administration absolutely in the hands of the Chinese as soon as the line should be in operation. And whatever residual rights the foreigners might be conceived to have, were divided up between four nationalities, British, German, French and Americans whose own mutual jealousies had before so played into the hands of the Chinese. Yet the provincial promoters of the Szechuan railway printed posters representing these four nationalities as dividing up China. They refused to remit taxes to the central government if the project was adhered to, and finally they stormed the Government's yamen. The Manchus, thoroughly alarmed, cashiered Sheng

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Kung Pao, blaming him for mishandling the Imperial policies and in many other ways betrayed conciousness of weakness. Immediately afterward came the outbreak in Wuchang which led in a few months to abdication, February 12, 1912.

With the passing of the Manchus, nothing more was heard of local opposition to the building of these lines by means of a foreign loan, proving quite conclusively that the opposition previously had been used principally as a means of embarrassing the reigning house and of hastening its fall. Less than a year later the provisional President of the new republic was advocating the construction of 50,000 miles of trunk lines within the ensuing ten years by means of foreign loans. That same year an agreement was made for the extension of the Kiafeng Honan line eastward to the coast and westward to interior Kansu. The following year an agreement was made with similar interests,—French-Belgian—to build another North-and-South trunk line from Tatungfu to Chengtu. That same year an agreement was made with a British company for the building of a line from Pukow west to the Peking Hankow line, with possible extensions beyond. Early in 1914 another contract with the same British interests provided for another line starting from the opposite side of the Yangtse river, Nanking, to Pinghsiang where it would connect with others of the government lines leading to Hankow and to Canton. A third British company contracted to build from a point on the south bank of the Yangtse and considerably west of Hankow southward to Shingyi with a branch from Changteh to Changsha. Still further south the French interests identified with the Yunnan line contracted to build from Yunnanfu to the Bay of Yamchow or Kuantechow. Altogether these lines called for between 6,000 and 7,000 miles of line, all on Pukow terms or similar. Not a bad beginning on the 50,000 program.

Imagine the chagrin of the long disappointed Chinese at the outbreak of the Great War just a few days after the last of these contracts had been signed! All but one of these projects stopped dead. No funds could be spared from England, France or Belgium. The Lung Hai project was completed on the east to Hsuchowfu, and there it stopped. Even the Four-National group of 1911 had to transfer all its funds and materials from other sections to the one portion building towards Changsha. It reached that point in 1917 and could go no further. No Chinese opposition, obstinacy, or conservatism stood in the way of building these lines which would have doubled the present mileage of the Chinese railways during the past four years; but world conditions, conditions which the Chinese have had no hand in creating and were powerless to modify.

But at this juncture an American company "came a-wooing" Chinese railway contracts. Its advances were welcomed, and an agreement for the construction of 1,500 miles of line was entered into, routes to be determined later. Four different routes were considered in succession but here the ghost of the old "sphere of influence" raised its head. These routes were held to invade territory reserved for French, Russian and British enterprise. Though these nationalities were utterly unable to build the lines in question, they insisted upon reserving the right to do so until they

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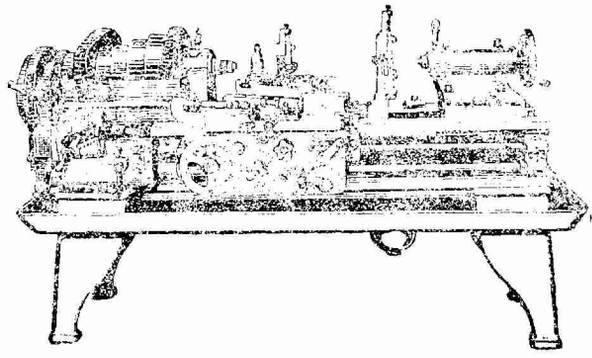

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might be able. While these negotiations were on, the rate of exchange from gold to silver and the prices of construction materials became so unfavorable in response to war conditions, that the Americans decided to suspend operations regardless of the diplomatic questions involved.

With the cessation of American activities there came a series of agreements with Japanese interests. The attitude of foreigners as well as Chinese to these contracts is too well known and the reasons for it are too controversial to admit of treatment here. But taken with the foregoing, these Japanese contracts bring the total up to approximately 10,000 miles of railway which foreigners have failed to build in China from causes growing out of the War.

Simultaneous with the revival of construction agreements under the Republic in 1912 was a resumption of certain efforts to weld the existing lines into something comparable to a system. Up to this time each line had been considered a separate entity. Its organization, equipment, system of accounts all reflected the national characteristics of the building syndicate, and in addition thereto much of the personal ideosyncransies of the men who were in positions of authority upon the line. The systems of accounts were forthwith reduced to a uniform set governing all lines. This uniform system has been in effect since January 1, 1915, and has been declared by no less an authority than Mr. Ackworth to be one of the best in the world. Beginning in 1915 three annual reports of the financial and physical results of the operation of the government lines have been issued.

During the same period a similar attempt has been made to make the operations of the principal lines integrate as a system. Provision has been made for through passenger tickets and the through checking of baggage, not only on the railways in China but upon these railways in connection with those in Siberia, Korea and Japan. Train schedules have been arranged to obviate delays en route. An association of the traffic managers meets regularly to correct faults and improve the service. A clearing house has been established in the Ministry of Communications to do the accounting for all of this class of traffic. A big task is yet ahead in extending this principle to freight service, but China is on her way.

Standardization of rolling stock.

Reviewing this period of fifty-five years since the close of the Taiping rebellion, it is indeed remarkable that so much has been done. Let us take 1881 as the date from which to count the beginning of a permanent railway in China. This was only nine years after the opening of the first line in Japan, which was opened to foreign contact twelve years before the close of the Taiping rebellion. Ten years later the Imperial government was an active supporter of the railway program, compared with thirteen years from the success of the "Puffing Billy" to the chartering in England of the Manchester and Liverpool as a common carrier. For four years the growth of the Imperial Railways of North China proceeded rapidly until stopped by the war with Japan which was the prelude to the great land-grabbing years of 1896-7-8-9. Who will count it other than to the honor of the Chinese government and people that they resisted these aggressions with all the force, craft, and stubbornness which they could command. Forced to grant to the aggressive powers in '95, '96 and '97 the complete domination of the lines contracted for, they secured in the contracts negotiated from '98 to 1907 the principle of ultimate Chinese ownership under foreign administrative control. It may be argued that this was victory enough, that had China gone ahead with large construction at this point she would now have an extensive system of efficiently operated railways. Such an assertion is the wisdom of hindsight, not of foresight. The prophets of 1904 professed to see no difference in effect between the Shanghai Nanking agreement and the Shantung terms. Shall we blame the Chinese if they accepted the foreigners at their word, and played one against the other until they were able to extract full administrative control out of the eagerness of foreign money lenders to put their funds to gainful uses? That four years were "wasted" after victory in 1908 to put away the Manchus will cause no weeping to those who are pleased by the disappearance of corrupt dynasties. When the Republic merely started came the order "Full steam ahead," an order fulfilled on the part of China by agreements for ten thousand miles of line,—agreements whose non-fulfillment is no fault of China.

There will be men close to the negotiations which have taken place regarding these lines of railway who will feel many of these statements to be unduly favorable to China. The opposition which they have had to face has at many times been inexplicably tenacious, suspicious and at times even ignorant. In a great population like that of China a multitude of conflicting forces lead to manifestations of public policy. Difficulties of language, differences of etiquette, and abundant

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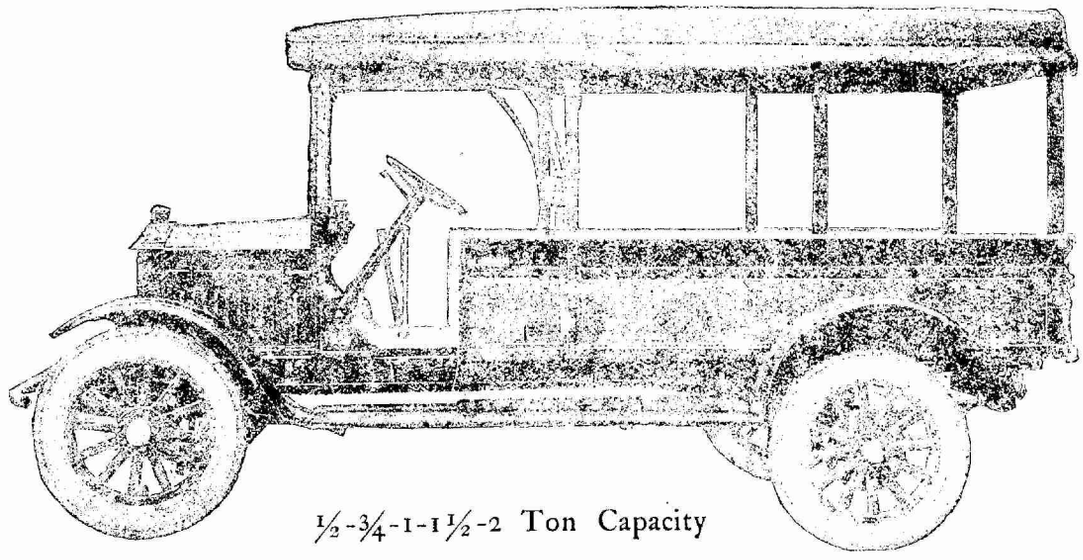

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grounds for mutual suspicion all have made the task of these men one of peculiar difficulty, calculated to try patience and arouse predjudices. Naturally such experiences tend to make difficult sympathy with the Chinese point of view. But let the record speak for itself.

There are many who believe that China is on the verge of another 1896. Certainly there have been some serious revisions of policy towards China. The railway experience of China should teach its lesson,—the lesson that the Chinese are a proud, patient people determined sooner or later to work out the adaptation of their ancient culture according to the necessities of this machine age. They wish to hasten, but they will not endanger their national existence for speed. In spite of the undeniable examples of corruption in high public places, they have a tremendously powerful instinctive patriotism, which gives them an unshakeable faith that ultimately they will emerge from all their trials and discords a united, powerful people. This faith, this patriotism will lead them unhesitatingly to decide upon another generation of masterly inactivity rather than to jeopardize their freedom as Chinese. Let those responsible for national policies in the chanceries of the world take heed!

Contracts Dealing With Railway Construction and Operation in China

	Name of line	Date of Agreement	Length of line		Foreign nation involved.
I.	Lines owned and operated by foreign authority.				
1.	Chinese Eastern	1896	2872	Kms.	Russia
	(Includes South Manchurian Railway 1150 Kms. transferred to Japan 1905).				
2.	Yunnan Railway	1896	465	Kms.	France
3.	Shantung Railway	1898	493	,,	Germany
4.	Taokow Chinghua	1898	150	,,	Great Britian
	(Also known as Peking Syndicate Railway transferred to Government ownership in 1905. See section II).				
II.	Lines owned by the Chinese Government, but with a large measure of administrative control reserved by the mortgage holders.				
1.	Peking Hankow	1897	1313	Kms.	Belgium
	(Redeemed and placed under complete Chinese control in 1908).				
2.	Peking Mukden	1898	975	Kms.	Great Britian
3.	Cheng Tai	1902	243	,,	France
4.	Shanghai Nanking	1903	327	,,	Great Britian
5.	Kaifeng Honan	1903	185	,,	Belgium
6.	Taokow Chinghua	1905	150	,,	Great Britian
	(Transferred from private ownership in 1905).				
7.	Canton Kowloon	1907	143	Kms.	Great Britian
	(35 kilometres additional, on leased territory, is British owned, and operated as a through line with the Chinese section).				
8.	Kirin Changchun	1907	130	Kms.	Japan
	(Note: All of the above lines, except the Kaifeng Honan, the Kirin Changchun, and the Peking Hankow were agreed upon provisionally in 1898 and '99.)				
III.	Lines under complete Chinese control, but subject to the stipulation that foreign engineers and chief accountants shall be employed.				
1.	Tientsin Pukow	1908	1106	Kms.	Great Britian Germany
2.	Shanghai Ningpo Hangchow	1908	286	,,	Great Britian
3.	Peking Hankow	1908	1313	,,	Great Britian
4.	Canton Hankow and Hankow Szechuan	1911	900 500	,,	Four Nation Group.
5.	Lung Hai	1912	1600	,,	Belgium
6.	Tung Cheng	1913	1600	,,	France and Belgium
7.	Pukow Sinyang	1913	560	,,	Great Britian
	(Preliminary agreement signed in 1899).				
8.	Nanking Hunan	1914	1100	,,	Great Britian
9.	Ching Yu	1914	1900	,,	France
10.	Sha Hsing	1914	1100	,,	Great Britian
11.	Routes to be determined	1916	1500	,,	America.
IV.	Lines constructed without use of foreign loans.				
1.	Chuchow Pinghsiang	1898	90	Kms.	
2.	Canton Samshui	1904	49		
	(Purchased outright from American China Development Co. in 1905).				
3.	Peking Suiyuan	1906	495		
4.	Changchow Amoy	1911	28		

.....Kilometres of line built by:

In addition to the above there are some 680 private and provincial capitals, most of which are not affected with any foreign interest.

Not constructed.

Outline for the Study of Current History, Finance and Commerce of China

By C. F. Remer, M. A., Professor of Economics and H. F. MacNair, M. A., Professor of History, St. John's University, Shanghai.

This outline, primarily for the use of middle schools and colleges, is based upon the Review for last week. It is not intended that the whole of the outline be used but that those topics be selected that are found to be adapted to the class.

1. International Affairs

Topic 1: Exterritoriality in China.

References Pp. 314-316.

Questions: 1. What is the meaning of the words "exterritoriality" and "extraterritoriality"? 2. When was exterritoriality first applied in China? 3. In what other countries has it been applied? 4. What countries have recently applied for this privilege? 5. What is China's answer, and upon what does she base this answer? 6. What reason is given for the use of this privilege in China? 7. How long do you think this reason will hold good? 8. What tendency is observed among Russians and Japanese as regards exterritoriality? 9. What are Mr. Denby's views as to the advantages and disadvantages of exterritoriality? 10. A proposed question for debate: Resolved: That extraterritoriality should be abolished in China within the next five years.

Topic 2. The American and Japanese Navies.

References Pp. 331-2.

Questions: 1. Note the types of ships referred to; can you differentiate one from another? e. g. What is the difference between a dreadnaught and a battle cruiser? 2. What is a "knot"? 3. What relation may there be between a merchant Marine and Navy? 4. What division of the American government decides on the size of the Navy and of the Merchant Marine?

Topic 3. Supplying Ammunition For Mexican Rebels.

References: P. 330.

Questions: 1. What source of supply of ammunition for Mexico has recently been discovered? 2. Is there any difference between supplying ammunition to two countries at war, and supplying it for factional warfare? 3. What methods are used for getting the ammunition to Mexico 4. What is an "embargo"? 5. What reason has the American government for placing an embargo on munitions from the U. S. into Mexico?

Topic 4. Publicity and the Far Eastern Situation.

References: Pp. 305-6,307-9,315.

Questions: 1. What conference is to take place on November 5 in Shanghai? 2. Why does the editor believe that the Shangtung question may be discussed at this conference? 3. What have the British business men in China already done about this question? 4. Study the letter of the American Chamber of Commerce and then write a short letter of your own to the people of America explaining the Shantung question to them. 5. Send the best letter written by a member of your class to the Secretary of the American Chamber of Commerce, Shanghai. 6. What Japanese conference is to be held in Peking in December? 7. What is to be subject of discussion? 8. "Publicity is the one thing that will save the Far Easten Situation." Explain why you agree or disagree with this statement. 9. How do the following words differ from each other in meaning; publicity, advertising, propaganda?

2. Domestic Affairs

Topic 1. Bolshevism in China.

References: Pp. 309-10,312,314.

Questions: 1. What does the word Bolsheviki mean, and where did Bolshevism originate? 2. What motive causes the military officials to accuse the students of China of of being Bolshevists? 3. What danger results? 4. In what way did the students of Peking mix patriotism and charity on the National Holiday? 5. Give five reasons why there is danger of Bolshevism getting a foothold in China? 6. What should be done to avoid this danger?

Topic 2. Conditions in Hunan.

References: P. 320.

Questions: 1. In what way is Hunan suffering from militarism at present? 2. What are the natural resources of this province? 2. Of what military importance is Hunan? 4. How is the tea trade there being improved?

Topic 3. A Prominent Businessman and Philanthropist.

Reference: Pp. 326-7.

Questions: 1. What may be said of Mr. Nieh's relation to the Chinese Industrial Revolution? 2. Along what lines of business is he interested? 3. What was his first important venture? At what age? 4. How are education and business being connected in his mills? 5. Outline his plans for vocational education? 6. Why may the world Philanthropist be applied to Mr. Nieh? 7. Who was Tolstoi, and what were his teachings? 8. How has Tolstoi affected Mr. Nieh in a practical way?

3. Commerce and Finance

Topic 1. Standardizing Railway Construction and Equipment in China.

References: Pp. 338-42.

Questions: 1. What is the difference in meaning between the words "standardization" and "unification"? 2. What standardization has been carried out on China's railways? 3. What advantages from the proposed standardization does the author enumerate? 4. Can you name other advantages? 5. Do you think standardization has any relation to the development of the manufacture of railway equipment in China? 6. How does the author explain the present lack of standardization? 7. Upon what, according to the author, does the success of the proposal depend? 8. Make sure that you know the meaning of the following terms: rolling stock, roadbed, sleepers, railway signaling, washout, running expenses. 9. Is the nationalization of railways in China a help or a hindrance in standardization?

Topic 2. Camphor in China.

References: Pp. 342-3.

Questions: 1. What are the chief uses of camphor wood? 2. What is camphor? 3. How is camphor procured from the tree? 4. Why is the method called destructive distillation? 5. Is it possible to get camphor by any other method? 6. What are the chief uses of camphor? See any commercial geography or encyclopedia. 7. In Japan camphor is a government monoply. Do you think it ought to be so in China? 8. Find out how long a camphor tree must live before it is usable. Does this help you to answer question? 7. 9. A more complete and impartial account of camphor in China is to be found in Shaw: *Chinese Forest Trees and Timber Supply*, Pp. 214-19. London: Unwin: 1914.

News from North China

All the vernacular papers and news agencies had a holiday on Monday in order to celebrate the birthday anniversary of Confucius.

On October 23, Mr. Eichheim gave at the Americal Legation, a lecture on the comparative development of Oriental and Occidental music.

Roger S. Greene, Director of the China Medical Board of the Rockefeller Foundation, left Peking a few days ago on a business trip. He will return in ten days.

The regular annual meeting of the Peking chapter of the American Red Cross was held at the American Legation on October 22. Some amendments to the by-laws were passed.

H. M. Blunden, of the Seventh-Day Adventist Mission in Peking, has returned to Australia, his home country, and is superceded by Pastor Fred Lee of the Honan Mission.

The International Press Club of Peking held a reception on Wednesday in honor of the Rev. W. B. Norton, religious editor of the *Chicago Tribune*, who is now visiting in the Chinese Capital.

President Hsu Shih-chang will entertain Prince Tokugawa at a banquet on the 27th instant. The distinguished visitor is visiting his son, Mr. Tokugawa, secretary of the Japanese Legation in Peking.

Henry C. Flower, Jr., of Kansas City, Missouri, is staying for a few days in Peking. Mr. Flower saw two years of service in the naval aeroplane corps and was captain of the Harvard football Club last year.

Monsieur Baudez, the French Consul-General at Tientsin, underwent a slight operation on October 19th at the French General Hospital for a carbuncle on his neck. His condition is quite satisfactory.

In a Mandate issued on October 21, the President orders that 480 of the successful candidates in the Civil Service examinations shall be enrolled for the civil service and 10 for the diplomatic service.

Lynn W. Meekins, Acting Commercial Attache of the American Legation in Peking, is leaving early in November for Shanghai to establish an office of the United States Department of Commerce in that city.

W. F. Carey, President of the Siems-Carey Railway and Canal Company, has telegraphed to his friends in Peking that he would sail for China in the near future to consider the question of the Chuchin Railway.

Y. S. Tsao, newly appointed first secretary to the Chinese Legation in Denmark, accompanied by his wife, left Peking for Hankow on Wednesday after having visited their friends in the Capital for several days.

The Russian Legation in Peking denies the rumour that the question of a change of currency on the Chinese Eastern Railway had been subject of negotiations between the Russian Legation and the Ministry of Foreign Affairs.

J. Morgan Clements, Special Trade Commissioner of the United States of China, departed for Mongolia on Wednesday. He is going there to make some investigations concerning the commercial conditions in that part of the country.

At the request of the provinces the President will request General Chin Yung-peng, Acting Prime Minister, to organize a new cabinet. It is understood that General Chin's nomination will be accepted by both Houses of Parliament.

Colonel Lanly and Lieutenant Kane, who have been for the last year in Siberia with the Railroad engineers, are staying for a fortnight at the Wagons Lits in Peking. They expect to sail by way of Shanghai for America in November.

The Peking militarists have recalled Hsu En-yuan, former Governor of the Bank of China, who is now touring in America in connection with the formation of a Sino-American bank and the new consortium. Mr. Hsu may return in a month's time.

A most delightful musical program given by Mr. and Mrs. Henry Eichheim at the Wagons Lits on October 21st was highly enjoyed by several hundred persons. The "Oriental Sketches," Mr. Eichheim's own composition, was especially appreciated.

S. S. Corbett, of the Standard Oil Company of New York, left Peking on October 21, for Shanghai, from which place he will sail on the *Empress of Asia* for the United States. Mr. Corbett is on leave. During his absence, Mr. Shafer will act for him.

Charles Clarence Batchelder, Trade Commissioner of the United States, will arrive in Peking in a few days to take charge of the Commercial Attache's office until the return of Julean Arnold from America.

Vaughan Robinson of London, who is making a tour of China, is spending a few days in Peking. He is staying at the Hotel de Wagons Lits. Mr. Robinson is representing the Robinson Piano Company.

The Japanese officials, according to the report of the Peking press, are urging the Chinese Government to secure a cancellation of the Mongolian autonomy and pointing out that the present is the most opportune time as Mongols are hard pressed for funds.

H. A. Wilbur, of the Y. M. C. A., national headquarters at Shanghai, arrived in Tientsin by the *Chungking* last Saturday, and came to Peking the next day. He is visiting the various associations in North China and will return to Shanghai in a fortnight.

J. L. Stuart, President of the Peking Methodist University, gave a reception to the members of the International Press Club last Saturday afternoon. On that occasion the newspaper editors were made acquainted with the ideals and future plans of the University.

Sir Alexander and Lady Hosie, who are touring Japan and China, are at present stopping at the Astor House in Tientsin. Sir Alexander Hosie is an authority on Far Eastern commerical affairs, having been at one time Commercial Attache in the British Legation in Tokyo.

With a view to keeping down the prices of food stuffs in the capital, the Governor of the Metropolitan District has obtained permission from the Ministry of Finance to import two hundred thousand piculs of rice from the South. The rice will be sold to poor people at a reduced price.

An interesting program was given last Saturday at the Peking Orphanage. Dr. Y. T. Tsur opened the function by giving a speech. This was followed by acrobatic performances, music and dancing given by the children. Han Ping-chien, famous Peking juggler, gave interesting exhibitions.

Theodore E. Burton, former Republican Senator, is now touring North China, accompanied by Dr. Baker. He arrived in Tientsin last Saturday, and after being entertained, went to Peking on Wednesday. Mr. Burton was former Chairman of the Harbor and River Committee in Washington, D. C.

Prime Minister Chin, Director-General Hsiung and Associate Directors-General Pan and Yen, of the Grand Canal Improvement Board, will give a dinner tonight in Peking in honor of John R. Freeman, consulting engineer of the American International Corporation, who is now visiting in North China in connection with the Canal work.

A sensation was created in the Public Loan Bureau the other day when $10,000 in government bank-notes mysteriously disappeared. No clue has yet been found in regard to the theft, and the chief of the Bureau is reported to have promised to make good if the stolen notes are not recovered.

A report is in circulation that Chen Lu, the Acting Minister of Foreign Affairs, may be appointed Minister to France. Hu Wei-teh does not intend to return to Paris after his return to China. The appointment of Mr. Chen will be made after the return of Lu Cheng-hsiang, Minister of Foreign Affairs.

A meeting was held in the Japanese Club last Saturday with M. Shima, Chairman of the Japanese Municipal Council in the chair, to consider the ways and means of appropriately celebrating the birthday of the Japanese Emperor which falls on October 31, conjointly with the celebration of the restoration of peace.

In spite of wind and dust a hundred women attended the annual birthday meeting of the Peking Young Women's Christian Association on Monday afternoon. Mrs. F. T. Sung presided and Mrs. C. C. Wang made a short speech of welcome. After a speech by Dr. Li Tien-lu, a play prepared and given by members of the association followed.

The Committee of Tientsin Motor Car Club announces that after negotiations extending over a considerable period the suggested motor road from Tientsin to Peking is in a fair way to become an accomplished fact. Through the untiring efforts of Hsiung Hsi-ling, the project has been financed sufficiently to enable the work to proceed at once and arrangements have been made to begin the survey immediately.

Peking, October 25, 1919.

News from Central China

Mr. Edwim S. Cunningham, the new U. S. Consul-General for Shanghai, left Hankow for Shanghai with Mrs. Cunningham on Friday, October 24.

W. Herensperger, manager of the Arnhold Brothers Co., for fifteen years in Hankow, left for Shanghai on October 24 on transfer to the Shanghai office of the company.

A private estate owner in Szechuan has launched a forestry enterprise and on several large forestry lots he will plant 50,000 trees which will include pines, cypresses, chestnuts, oaks and fir trees. The plan is encouraged by the officials and is expected to be completed by the next arbor day.

Owing to adverse climatical conditions and the serious floods in the province, the crops of yellow beans are a disappointment, according to reports from different districts. The early crops that are on market now are quoted at Tls. 2.92-3.14 and there is an upward tendency in the market.

The college library of Boone University, Wuchang, has opened a branch library attached to the Trinity College in that city. This branch is open to the public and has a nice reading room. The inauguration of the Trinity branch took place on October 20, the birthday of Confucius, the great sage of China.

A movement is now on foot by the Chinese exporters of staple food articles in Hankow against the practice of adulteration of these articles before selling them to the foreign buyers. The leading merchants in this movement are urging the authority to lend help in a direction to make this movement a success.

The Hupeh authorities are rather concerned with the shipping of silver dollars from this province to Hunan in exchange of copper coins. An order forbidding the further shipments has been issued as difficulties in the money market have been caused. On the average, it is estimated, about $70,000 were being shipped each month.

The Han Hsin Brick Factory of Hanyang inaugurated in 1910 by a Cantonese merchant has recently been transferred to a new company that expect to run the factory with the original equipment. Repairs will soon be made on the old machines, and their products may satisfy the ever increasing demand for building materials here.

With further advances in exchange and American and European buyers holding off, business in the export market in Hankow is very dull. Cotton is strong but prices for other products are quiet with a downward tendency. Some purchases in sesamum seeds, gall nuts, tallow and hides are reported. The prices for cotton yarns are still advancing and demand is brisk.

Report from Yochow, Hunan, says that the commanders of the northern troops in Hunan are against General Chang, military governor of Hunan, and that cannons are secretly placed on the hills near that city. No official report of resumption of arms has been received and the news in the *China Press* of Shanghai that General Chang flees Changsha is not confirmed here.

The Chinese anthority here has issued orders cancelling the enemy regulations for German and Austrian citizens residing in this province. All the regulations for them as enemy subjects promulgated since the declaration of war with Germany, with few exceptions, will be cancelled. Mails and parcels for these two countries will be accepted at the Chinese Post Service for transmission.

A reception under the joint auspices of the Wu-Han Y. M. C. A., the Chinese Chamber of Commerce, the Western Returned Students' Union and the St. John's Club was given last week in honor of Edwin S. Cunningham, for five years the American Consul-General at Hankow. Mr. Cunningham was also guest of honor at a dinner given by General Wang Chan-yuan, Military Governor of Hupeh.

As a sign of labor unrest in China, there have been many laborer's strikes in this center, besides the strikes in Shanghai. Four strikes, of no violent nature however, occured in Hankow and Wuchang, and very recently we have on record strikes some cotton workers, painters, and about 5,000 tailors, all for increase of wages which are starting wages at the present high cost of living in China.

The Hankow Government Telephone Administration have been working up to their fullest capacity for some time with two thousand subscribers. They have about five hundred subscribers more waiting for registration. It is intimated that installation of

apparatus double the capacity of the present equipment is being arranged and that extensions will be carried out on the arrival of the new machines.

The Kuling aerial railway scheme which attracted so much public attention is now defunct because of the departure of the Max Goehler, the engineer to whom the entire plan was entrusted, as stated in the *Central China Post* in Hankow. This railway company was a Chinese enterprise and the engineering work was placed in the hands of Max Goehler who claimed to have much experience in work of this kind.

M. Auguste Boppe, Minister Plenipotentiaire for France at Peking, accompanied by Mme. Boppe, arrived at Hankow on October 22 on their way to Ichang. The French public buildings in Hankow were decorated in honor of the distinguished visitors. Mr. Boppe was entertained at tiffin by General Wang Chan-yuan, military governor of Hupeh, at his yamen in Wuchang, and the consular body of Hankow were also present at the tiffin.

The Hupeh Reformed Prison at Wuchang has been awarded one first class and some other prizes by the award jury of the exhibition held in Peking under the auspices of the Ministry of Agriculture and Commerce. In that exhibition different articles manufactured by the prisoners in the reformed prisons of China were exhibited. The Wuchang prison has many articles, but their straw hats are their specialty. During the boycott these native hats had a big boom in this part of the country.

News is to hand that the mining bureau of Hunan has under way a negotiation with a large American firm in Shanghai for a contract to refine the ores from the Shuikowshan mines. The company proposes to build a zinc refinery at a place called Sungpeh where there are nearly 109,000 tons of ore from Shuikowshan mine lots, valued at one million dollars. It is understood that the company is to hand to the mining bureau an advance of $300,000 and as to the price of the ore two thirds shall be paid to mining bureau and the remaining one third for the repayment of the advance.

Hankow, October 25, 1919.

News From Honan

A meeting was held by the Natural Food Association in the Anhwei Guild on October 19.

A sum of Mex. $1,000 as flood relief fund was raised in Changchung and that of Mex. $100 was contributed from the magistrate's office.

Registration of the Hsin Hua Match Company in Hsin Hsiang, was granted by the Ministry of Agriculture and Commerce and a registration certificate was ordered to be given.

Lu Keng Shon, political adviser of Civil Governor's office has tendered his resignation and Wei Yu Yun, director of Honan Library was appointed to succeed him.

Regulation for Kung Kwan Chu or the Public Financial Bureau, which was issued in the first year of the Chinese Republic and amended in its third year, has been revised again.

It has been decided by the Educational Association of Kaifeng district that two or three newspaper reading rooms be established in each of the thirteen educational regions in the said district.

A National Language School was organized by Rev. Wei I-heng of Canadian Church Mission in Kaifeng and students of 18 to 50 years old were invited to join. The period of finishing the course is three months.

Boxer Indemnity was decided to be used for educational and industrial purposes and three Cotton Spinning Mills will be established by a part of it. One of the mills will be established in Hsi Hsien with Hsu Shih Kuang with President Hsu's brother, as president.

News from South China

An up-to-date rope factory is reported to be nearing completion in Amoy.

H. B. M. S. *Hawkins*, the new flagship of the China Squadron, is due at Hongkong, October 26.

Some capitalists in Fatshan are trying to build a light railway between that town and Shek-wan and Band-sek.

With the lifting of the rice exportation prohibition at Wuhu, the price of that staple in Canton has returned to normal.

Cable communication with Macao has been interrupted since September 30, and it is not known when the line will be restored.

Money in Fatshan, Kwangtung Province, is said to have been extremely tight. The interest has gone up as high as 22 per cent.

The Canton Kun Yee Medical College graduated on October 11 twenty-two men doctors, two women doctors and three women nurses.

The Senate of the Chinese Parliament at Canton has voted in favor of granting the Germans the same rights as other residents in China.

A party of officers of the 31st Infantry, U.S.A. visited Canton October 11, among them being Majors Earle W. Jennings and H. U. Black.

Chinese Independence Day was celebrated in Macao by the Chinese students in the different schools there with morning and evening parades.

The proposed interport cricketmatch to take place in Honkong in November had to be called off on account of Singapore's inability to send a team.

The Hon. Dr. Lim Boon Keng is leaving Singapore for his native city, Amoy, to be consulted regarding the building of a modern town in Amoy.

The merchants of Lan Shek and Shek-wan, Kwangtung, have raised a fund for the organization of an electric light supply company for those places.

The Kwangtung Ice factory has increased its capital to $200,000 in order to purchase additional machinery and meet the demand for ice in Canton.

Bandits entered and raided the city of Sui Ching, Yun Fo district, Kwangtung, killing about one hundred men, and wounding about two hundred, on October 9.

Confucius' Birthday was fittingly celebrated in Canton, on October 20. A big parade was held besides a number of other religious and public celebrations.

The Asia Banking Corporation Branch at Shameen, Canton, was formally opened for business on October 9. Fred D. Clayton is manager of the new bank.

Lin Foong, superintendent of the Hoi-hao Police Station, Kingchow, Kwangtung, has absconded, taking away with him the proceeds of the sales of enemy property Hoi-hao.

Notas Sociaes, is the title of a new monthly in Portuguese and English published in Hongkong. C. Cuenca is general manager and V. Espina, editor of of the English section.

Orders have been issued for the English destroyers Ambrose, *Marazion* and *Moonshine*, and six submarines to leave Deavenport for the China station, their port of destination being Hongkong.

All the government estates and the old intended Yamen at Limchow, Kwangtung, will be put on public sale, the proceeds of the sales going to the support of troops quartered in that district.

Leo Bergholz, recently reappointed Consul-General of the United States at Canton is expected to arrive in that port by the middle of December in company with his mother.

According to a *Hongkong Telegraph* contributor there is a very strong report that the Government of Hongkong stands to lose some three to four million dollars on the rice control scheme.

At a meeting of the Western Returned Students' on October 4, it was decided to recommend the reorganization of the local boycott movement and place it under control and intelligent leadership.

Frank W. Lee, chief of the Bureau of Political Affairs of the Military Government, left for Shanghai October 12, on a combined pleasure trip and on business in behalf of the Military Government.

The Middle Schools Students' Union of Canton is maintaining five troops of students' along the Bund, to watch the movement of low grade goods which are being sent by the big department stores to the upper cities.

Andersen Meyer & Co., have taken over the Meurer Freres interests in China, and took control of the Canton office of that French firm on October 1. The Meurer Freres headquarters have been transferred to Paris.

Three special deputies of the Chief Inspectorate Salt Revenue at Peking arrived in Canton recently for the purpose of investigating the irregularities alleged to exist in the Kwangtung District Inspectorate of Salt Revenue.

The Administrative Council of Canton has Communicated to the Secretary of the Navy, to have the marines and the warships ready for any eventualities that may arise as a result of the deadlock of the Peace Conference.

Independence Day was widely celebrated throughout the province of Kwangtung, the increasing participation of the common people in the festivities being the most worthy particular and new note of the celebrations.

The Manchester Regiment, garrisoned in Hongkong for more than a year, will leave that colony for England by the s. s. *Prinzessin*, a former German boat, on October, 21. It will be succeeded by the Wiltshires Regiment.

The Canton Students held memorial services in honor of a fellow student, Ku Tay Kat, who died the day after joining a boycott parade in spite of his illness. The service took place at the Government Law School Building, October 12.

Mr. Li Mou-chi, Salt Commissioner of the two Kwangs, has tendered his resignation and will be succeeded by Dr. Liu Yuk-lin, former Chinese Minister at London, and who has been a counseller of the Military Government for the past few months.

H. W.

Canton, October 17, 1919.

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Who's Who in China

Mr. H. Y. Moh.

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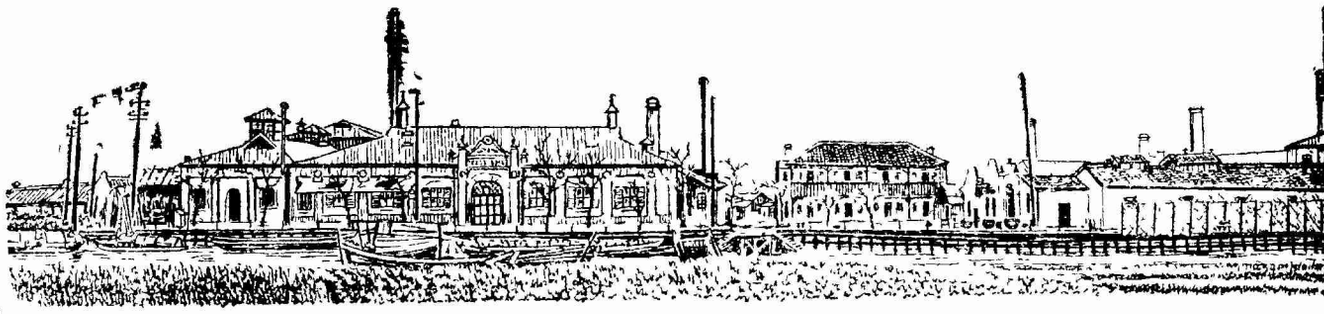

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SHANGHAI, CHINA

Mr. H. Y. Moh, manager of the Hou Sun Cotton Mill and the Teh Dah Cotton Mill who left here recently for Chengchow, Honan, to organize his third mill, has had a most versatile career and varied experience. Born in Shanghai in 1877, Mr. Moh was brought up in the family of a cotton merchant and worked in a cotton store owned by his father between the age of fourteen and twenty. He did not begin to study English until twenty-two years old, yet he has an excellent command of the language.

From 1900 to 1905, Mr. Moh served as a clerk in the Shanghai Maritime Customs. In 1906 he was appointed supervisor as well as English instructor at the Loong Meng Normal School. Early in 1907, he was sent by the directors of the Kiangsu Railway Company to investigate the railway police system in Northern and Central China. In the same year, he was made chief of the police department of the company. This position he held till the end of 1908.

In 1909, Mr. Moh sailed for the United States and entered the University of Wisconsin, where he stayed till 1911. Then he transferred his studies to the University of Illinois, where he completed his course in agriculture and took the degree of B. S. in 1911. During the summer of that year, he took a special course on soap making in Armour Institute, Chicago; thence he went to the Agricultural and Mechanical College of Texas, College Station, Texas, where he studied cotton planting and manufacturing. The degree of M. S. was conferred on him by the college in 1914.

Immediately following his return to China, Mr. Moh conducted a campaign for the establishment of a cotton mill. Assisted by his brother, Mr. Moh Su-chai, a well-known cotton expert, Mr. Moh succeeded in raising $200,000 and put his first mill into operation in June 1915. Before the establishment of Teh Dah, Mr. Moh's first mill, the general belief among the Chinese was that China could never compete with Japan in the cotton industry and any effort to promote the industry was futile. The splendid management of the Teh Dah with Mr. Moh as its executive head dispelled absolutely the former unfavorable conclusion. Teh Dah has now grown to a $1,000,000 concern.

In 1914, Mr. Moh inaugurated a cotton experiment station named after him, where American seeds were acclimated and freely distributed among the farmers. Mr. Moh's station was the first one that introduced American varieties with satisfactory results. To encourage the farmers to plant American seeds, he established at his own expense in 1918 on Lay Road, Shanghai, a cotton ginnery with American saw gins.

In 1916, Mr. Moh was asked by several wealthy Chinese to organise a huge cotton mill. At first, he attempted to bring this new investment together with the directors of the Teh Dah with a view to enlarging the old mill, but this failed and he was allowed, by the directors of the Teh Dah, to organise a separate mill. In June, 1918, his second mill, Hou Sung, capitalised at $1,200,000, began its operations.

Teh Dah was the first Chinese Cotton Mill to spin fine yarns, such as the 42 counts; and Hou Sung was the first Chinese mill to manufacture shirtings and jeans. The introduction of bleaching and dyeing is now under plan. Hou Sung is also the second mill in China and the

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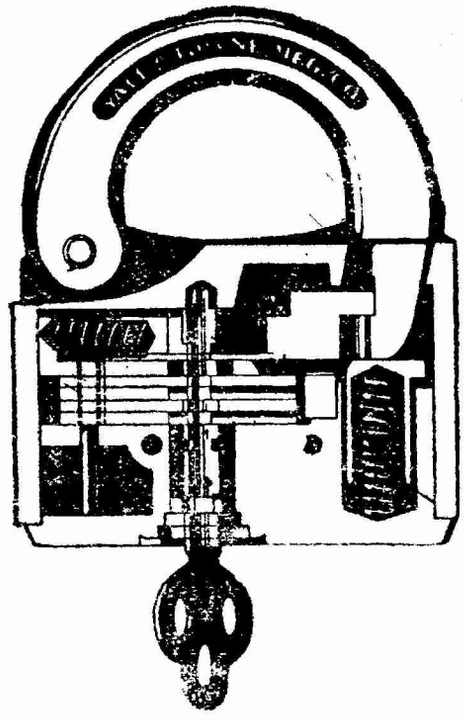

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first in Shanghai to be equipped with American machinery of the Saco-Lowell Shops and Crompton Knowles' Looms.

From Hou Sung, a third cotton mill has sprung up with a capital of Tls. 1,000,000. This is called Yu Foong and is being erected in Chengchow, Honan, and will be ready for operation before the end of this year.

If all the machinery ordered for the new mill arrives in China before this year, Mr. Moh will be in charge of three cotton mills, representing 100,000 spindles, 11,000 twisters and 600 looms. The fact that Mr. Moh has succeeded in organising three mills within five years speaks for itself.

Mr. Moh wrote in 1914 a book entitled "Simple Remarks on Cotton Improvement," over 30,000 copies of which have been distributed throughout China. He also translated Dr. F. W. Taylor's "The Principles of Scientific Management" in 1915 and Mrs. W. A. Graham Clark's "Cotton Goods in Japan" in the following year.

Mr. Moh is 44 years old. Besides his many duties in the cotton mills, Mr. Moh is interested in many social service movements. He is one of the directors of the General Chamber of Commerce, is chairman of the cotton extension and improvement committee of the Cotton Mill Owners' Association and director of the Vocational School of China. Mr. Moh was the first President of the American Returned Students' Club and director of several other cotton mills. He is a member of the recently inaugurated A. B. C. Club.

J. H.

Week's News Summary

CHINA

October 22. Kao Erh-chia, Vice-Minister of Foreign Affairs at Peking died from an attack of pneumonia.

GENERAL

October 17. Senator Lodge announces that he will move an amendment to the Peace Treaty to delete entirely the sections awarding German rights in Shantung to Japan. Several Republican Senators notify their intention to propose reservations with regard to the Shantung award.

October 20. Advices from London indicate that voluntary enlistment in the British army is satisfactory and that conscription will be abolished in about half a year.——General Yudenitch prepares to invest Kronstadt but finds it difficult to secure support for an attack on Petrograd.

October 21. The chief Bolshevik organ in Russia in speaking of the League of Nations describes it as "A league of cut-throats who exterminate whole nations and pursue the army of restored monarchy wherever it has been abolished.

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October 22. The Commonwealth Senate at Melbourne passes the Nauru agreement providing that the former German Islands in the Pacific south of the Equator shall go to Australia and New Zealand, while those north of the Equator shall go to Japan.

October 23. The British Ministry is defeated on the vote in the House of Commons on the question whether French shipping masters shall be exempted from the general provisions of the bill which will prohibit alien shipmasters from piloting their own ships in British ports; under ordinary circumstances this would lead to a new parliamentary election but present indications are that the Ministry will withdraw the proposed measure.

October 24. The German foreign Minister in a statement declines the Supreme Council's request to have Germany unite in coercing the Russian Bolsheviks, mentioning incidentally that Germany suffered a hunger blocade herself and would not wish to impose one on Russia.——German artillery fires on British warship at Riga.

October 26. President Wilson continues to regain health and is being kept informed regarding the nation's affairs and sends his views on the National Industrial Conference situation to the Chairman, Mr. Lane, Secretary of Interior.——The death is announced of the Italian Ambassador to the United States at Washington.

October 29. The death is announced in London of Viscount William Waldorf Astor, New York millionaire land owner, who became a naturalized British subject.

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Men and Events

J. H. Reisner, of Nanking University, Nanking, arrived in Shanghai on a brief visit on Thursday, October 30.

Paul R. Josselyn, U. S. Consul at Chungking, has arrived in Shanghai. Mr. Josselyn is on his way to America.

E. Kempffer, of the British-American Tobacco Co., Shanghai, departed for Japan on October 28, on a three week's trip.

F. R. Hanish of New York has arrived in Shanghai where he will be assistant manager of Fearon Daniel & Co., 18-B Kiangse Road.

Dr. W. Rector Smith, departed for Japan on Saturday, October 25. He will return about November 14, accompanied by Mrs. Smith.

R. R. McDermid, of McDermid Bros., an American firm of Vladivostock, is in Shanghai on business. He is living at 83 Szechuen Road.

I. G. Riddick of the British-American Tobacco Co., Shanghai, left for Hankow, on Monday, October 27, to be connected with the firm there.

G. R. Coleman, manager of the Far Eastern Division of Gaston, Williams & Wigmore, Shanghai, departed for Vladivostock on a business trip on Thursday, October 23.

The annual meeting of the Shanghai Chapter, American Red Cross will take place at 5:30 p. m. on Wednesday, November 19, and will be held in the United States Court Room.

Invitations have been issued for an at home to be held at the Japanese Consulate-General on October 31, by the Japanese Consul-General to celebrate the birthday of the Emperor of Japan.

Paul Hutchinson, editor of the *China Christan Advocate*, addressed the political Science Association at St. John's University on Tuesday, October 28, on the subject, "The Shangtung Question in America."

C. H. Minor, general manager of the China Electric Company at Peking, arrived in Shanghai recently accompanied by Mrs. Minor. Mrs. Minor's mother who has been visiting in China plans to depart for America on November 1.

J. L. Butts, a member of the staff of the *China Press* (Shanghai), will act as representative and advance man for the Frawley Company during the remainder of its tour in the East. He departed for Hongkong on October 28 and will join the company at Manila.

Philip M. Luce, representing Case & Co., Inc., importers of laces and novelties, of New York, who has been in Shanghai for the past few months, is planning to depart for America on the *s. s. Nanking*, on November 8. Mr. Luce is staying at the Palace Hotel.

The following men have arrived in Shanghai to join the local staff of the Asia Banking Corporation: F. A. Bowen, O. E. Metz, William J. Bray, and R. L. Ward. R. H. Dietrick has also arrived in China to be connected with the Asia Banking Corporation at Hongkong.

Everard Thompson, special representative of the export department of the Firestone Tire and Rubber Company of New York is in China for the purpose of making an exhaustive investigation of transportation problems and road construction. He is accompanied by Mrs. Thompson and is staying at the Kalee Hotel, Shanghai.

Albert A. Fish, representing the firm of Pearl and Fish of Philadelphia, has arrived in Shanghai for the purpose of establishing an office here. J. Pearl who

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is in Japan at the present time is expected to arrive in Shanghai shortly. Mr. Fish is living at 23 North Szechuan Road.

Li Shun, Military Governor of Kiangsu and Chi Yoo-lin, Civil Governor of the same province have contributed Mex. $6,000 toward the work of the College of Agriculture and Forestry of the University of Nanking. The contribution was made through the American Consul at Nanking.

P. R. Danner, of Boston, representing the Sun Life Insurance Co., of Canada, has arrived in Shanghai and will probably make his headquarters here. Mr. Danner has just returned from a trip through India, Siam, Straits Settlement and Dutch East Indies. He is staying at the Astor House.

W. G. Coverley, representing the head office of Dodge & Seymour (China) Ltd.. of New York, arrived here this week for a brief business visit. From Shanghai he is planning to go to Hongkong, Canton, Manila, and then to the Straits Settlements and Siam. He is accompanied by Mrs. Coverley and they are staying at the Astor House.

October 28 marked the first anniversary of the establishment of the Czecho-Slovakia Republic. The French Consul-General here has shown particular interest and has given much support to Czecho-Slovakia, especially during the time when the Czechs passed through here *en route* home when many entertainments were given and much food was donated.

The inauguration ceremony of the Shop-Keepers League was held at the General Chamber of Commerce, North Honan Road, Shanghai, on Sunday. October 26. The Shopkeepers league is composed of Chinese merchants. The program consisted of music, reception to members of the league and for their foreign and Chinese guests and an address on "The Purpose and Aim of the League," by the new officers.

Joseph Timmons, special representative of the Hearst newspapers and of the Hearst Universal Service has arrived in China for the purpose of preparing a series of special articles dealing with the Far Eastern situation. Mr. Timmons has been in newspaper work for twenty years. He is living temporarily at No. 172 Szechuen Road, Extension. His wife expects to join him in Shanghai within the next few weeks.

It has been rumored in Shanghai during the past week that nine prominent German business men arrived in China on the *Empress* boats that touched here last week. Although no definite information is avail, able, it is hardly probable that the foregoing could be true because of the strict British passport regulations and also in view of the activity of British interests in China to secure the deportation of German subjects from China last year.

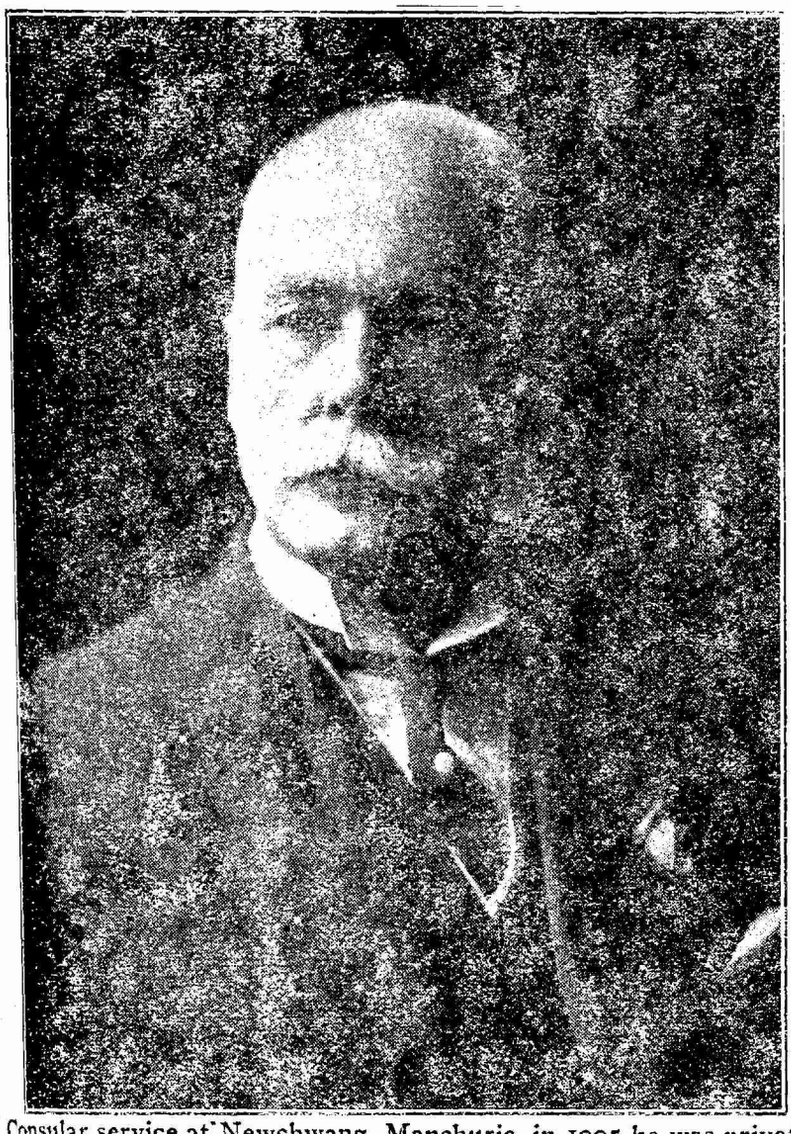
"Resolved that when China has tariff autonomy, she would adopt a protective tariff," was the subject for debate at the Chinese Y. M. C. A. on Saturday, October 25. The winning side (affirmative) was taken by a team from Nanking University, Nanking, and the negative side of the question by a team from St. John's University, Shanghai. The

judges were Dr. W. Richardson of Nanking, K. P. Chen of Shanghai and J. B. Powell.

About fifty American business men attended the regular weekly tiffin of the Rotary Club at the Cafe Parisien on Thursday, October, 30. Brief addressess were delivered by the following: O. D. Walker of the China Industrial Development Corporation; Everard Thompson, Firestone Tire and Rubber Comany of New York; and H. B. Lane, Andersen, Meyer and Company. In addition short talks were made by W. L. Johnstone of the Pacific Mail Steamship Company and J. B. Powell of *Millard's Review* regarding the meeting of the National Foreign Trade Council in San Francisco in May, 1919.

In an editorial discussion of a recent address by Senator Lodge before the U. S. Senate urging a large American naval force on the Pacific, the *Manchuria Daily News* (Japanese) said: Without using the man power of China, Japan has maintained an Empire of which all the Japanese are proud in the Far East. To accuse Japan of any intention to invade Siberia would be ridiculous. If the United States were to provoke Japan to a righteous war, any American navy of what ever superior strength would not prevent Japan from taking up the challenge in the cause of justice and righteousness, if not for what may be termed the white civilization.

A. B. Richardson, who has been manager in China of the Cheseborough Manufacturing Co., for the past year, has been transferred to London where he will have charge of his company's business in Great Britian and also parts of Europe. The Cheseborough Manufacturing Co., manufactures vaseline products and is a subsidiary organization of the Standard Oil Co. The agency in China is with Mustard & Co. Before coming to China, Mr. Richardson had charge of the Cheseborough business in Russia with headquarters in Moscow. Mr. Richardson will shortly be on his way to England and will be accompanied by his wife and family and Mrs. Richardson's mother, Mrs. A. W. Butler. They expect to sail on the s.s. *Empress of Russia* on Saturday, November 1st. A. K. Jensen, is expected to arrive shortly in Shanghai to act as manager for the Cheseborough Company and will be accompanied by his wife.



Hon. Thomas Sammons

If Mr. Sammons could convert all of the silver loving cups and other tokens of appreciation which he has received from the various Chinese and American organizations of Shanghai into ready cash he could probably retire from government service. About fifty Chinese organizations ranging from the Chinese General Chamber of Commerce to the Chinese Students' Union have, during the past week held receptions in honor of Mr. Sammons who departs this week for Melbourne, Australia, where he has been appointed American Consul-General. In addition to the Chinese organizations that have honored Mr. Sammons are the various American clubs and associations in Shanghai. Approximately 500 prominent Chinese representatives of eighteen Chinese organizations held a reception at the Chinese Chamber of Commerce on October 27, in his honor. The final farewell party was given by the American Chamber of Commerce of China and the American Association of China on Thursday evening, October 30. A unique feature of this gathering was the presentation to the retiring Consul-General of a silver loving cup which was donated by the American organizations of the port. Each handle of the cup was engraved with the name of each of the organizations. Mr. Sammons was born at New York in 1863 and received his education at the Albany Law School and George Washington University. He started in life as a telegraph operator and then graduated into the newspaper field where he occupied positions from reporter to editor. Before his appointment to the Consular service at Newchwang, Manchuria, in 1905 he was private secretary to a U. S. Senator. In 1906 he served as American Consul at Antung when that port was opened to the trade of the world. In 1907 he served as Consul-General to Korea and from 1909 to 1913 he served in the same capacity in Japan. He came to Shanghai in 1913 and since coming here has seen the American trade of this port more than doubled and American interests and population quadrupled. His son, Wheeler Sammons, is managing editor of *System Magazine*. His permament home is at Tacoma, Wash.

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American Trade Commissioner to be Stationed in Shanghai

Lynn W. Meekins, special U. S. Trade Commissioner, who has been in China for some time and has been serving as Acting Commercial Attache in Peking, in the absence of Julean Arnold, has been assigned to Shanghai and will open an office here about November 1. His place in Peking will be taken by Charles Clarence Batchelder, another Trade Commissioner who has also been assigned to China as Acting Commerical Attache. Upon Mr. Arnold's return it is expected that Mr. Batchelder will be assigned to either Hankow or Canton. American business interests in China have been agitating for sometime for more assistance and greater support for the American Commercial Attache in China and these appointments are a direct result of representations made by the American Chamber of Commerce and other organizations in China. Mr. Meekins who has been assigned to the Shanghai office has been a member of the Bureau of Foreign and Domestic Commerce at Washington for several years. He had charge of the offices of the Bureau in Chicago, New York and Boston. He will be accompanied by his wife and child.

Peking Y. W. C. A. Prepares to Raise $6,000 in Twelve Days

On Tuesday, October 21, ten teams of Peking women, nearly all Chinese, began their race for the largest share in the six thousand dollars to be raised for the Young Women's Christian Association of that city. Each team has a colored lantern as its emblem and for each fifty dollars brought in by any team a lantern of that team's color will be hung up at the headquarters in the Hsi T'ang Tze Hutung. Captaining the teams are Mrs. F. T. Sung, Mrs. H. H. Koh, Mrs. S. S. Young, Mrs. S. H. Lu, Mrs. C. C. Wang, Mrs. Ting Mo-hsiang, Mrs. Lu, Mrs. T'ao, Mrs. C. H. Li, and Mrs. N. H. Pitman. On Thursday, October 16, in the Y. M. C. A. the association entertained more than a hundred friends, both foreign and Chinese, at dinner and presented the work of the association. Mrs. Fartsan T. Sung presided and short talks were made by Miss Harriet Vance, Admiral T'sai T'ing Kan, Miss Theresa Severin, Mr. Fei Chi-hao and Dr. Leighton Stuart on the need for women's work and on the work of the organization the past year. Fifty workers on the finance teams met Saturday, October 18, for supper and final instructions. The spirit of determination and enthusiasm among the Chinese women spoke well for the successful issue of their efforts. Dr. Ts'ao, appointed secretary to the Chinese legation in Denmark, spoke and Mrs. Chung explained the method of the campaign. On Monday, the day previous to the opening of the drive, the Peking Association celebrated its third birthday with a large meeting in the Y. M. C. A. hall at which Dr. Li T'ien Lu made the address. A play representing the need for social service in Peking was given by members of the association, assisted by students from the Women's Medical College, Bridgeman Academy and the Mu Chen School. A member of friends con-

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tributed to the interest of the occasion in various ways. F. R. Gill sang a solo; Miss T'ao Ling played a piano selection; children of the Association Half-Day School sang; four students of the Mu Chen School gave a short pantomime; and a children's class from the Fine Arts Institute gave an exhibition of aesthetic dancing. At the meeting an opening gift of $500 from President Hsu was announced to start the campaign.

Women and Events

A daughter was born to Mr. and Mrs. T. W. K. Chun, on October 25, at No. 310 Avenue Joffre, Shanghai.

Plans have been formulated for the Hallowe'en party to be given by the American Song Service at the Masonic Hall on Friday evening, October 31. Games will be played and refresments served.

The Executive Committee of the American University Club of Shanghai at a meeting held on October 24, voted to give a dinner-dance and reception at the Yip Ping Shan Hotel sometime during November.

The wedding took place at Soochow, of Dwight Lamer Sherertz, professor in Soochow University, and Miss Margarita Park, daughter of Mr. and Mrs. Hector Park, on October 23, at the St. John's Church by Bishop Walter R. Lambuth.

The marriage took place of Joseph Andrew Leon and Miss Catherine Mary Chang, on October 25, at the Church of St. Joseph, Shanghai, by the Rev. P. Crochet, and afterwards at the British Consulate-General by J. W. Jamieson, British Consul General here.

Mrs. M. S. Macher, and Mrs. Lansdale of Baltimore, Md., arrived in Shanghai on the *s. s. Nanking*, on October 26, enroute to Peking where Mrs. Macher will visit her daughter, Mrs. F. W. Williams, formerly of Shanghai. They departed for Peking on Tuesday, October 28.

Many guests were present at a reception and dance given at the Astor House on Tuesday evening, October 28, in honor of Mr. and Mrs. Julius Rosenfeld, by Mr. and Mrs. A. B. Rosenfeld. Music was furnished for dancing by the Astor House orchestra and was followed by a supper served at 12 o'clock.

According to news received four American College girls have arrived in Paris as the first group of exchange students and have enrolled in French schools, according to assignment. They are: Miss Lillian Severance of Buffalo, N. Y., Miss Katherine Quiggs, Richmond, Ind; Miss Eugene Veinet, of Washington; and Miss Helen M. Totty, of New York.

On October 23, at the Holy Trinity Cathedral, Shanghai, the marriage took place of H. F. Merrill, of Manchester, Mass., and Miss Kathleen Baker, daughter of Mr. and Mrs. J. M. Atkins, of Vancouver, Canada.

Dr. Ida Kahn, noted Chinese woman doctor, arrived in San Francisco, on September 22, as a representative of the Young Women's Christian Association at the world conference of women physicians, which is in session in New York City under the auspices of the Y. W. C. A.

Mr. and Mrs. H. Ashley, at 171 Bubbling Well Road, who have recently arrived in Shanghai, were

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guests of honor at a reception and dance at the Columbia Country Club, 50 Route Doumer, on Friday evening, October 24, given by Mr. and Mrs. W. S. Fleming of Shanghai. About 100 guests were present and shared the pleasure of the evening. The clubrooms were prettily decorated with green foliage and the Raynes' orchestra furnished music for dancing after which a light supper was served in the upstairs club-rooms.

About 20 Chinese women graduates of American colleges and a few graduates of colleges in England, Belgium and France, met at the Y. W. C. A. on October 24 to effect a permanent organization after six month's trial of a scheme to have all foreign trained Chinese women cooperated. Mrs. H. C. Mei, wife of Dr. Mei, a lawyer and a graduate of Columbia University, was chosen chairman of the organization, and Mrs. Fred Chur as Vice-chairman, Miss Grace Yang as secretary, and Miss Eling Tong as treasurer. A constructive program of club activities is being planned and work will begin at once.

Far Eastern Press Opinion

China and Japan.

From the London and China Express

The relations between China and Japan constitute one of the biggest questions in world politics. This was not realized at the Peace Conference, nor is it by the majority of statesmen in this and other Western countries. The delegates at Paris seem to have regarded the Shantung question as a secondary matter of importance. Many of them probably knew nothing about the subject, and even the Big Three, or Four, whichever it was, apparently were under the impression that the matter could be conveniently shelved. By this time they may be undeceived, but unfortunately the damage is done, and in politics, as in most things, it is not always easy to right a wrong. The decision of the Peace Conference is all the more remarkable when it is remembered that the chief Allies all have very great interests in China, and that respective nationals were looking forward to extending their financial and commercial interests there in the future, and generally speaking, regarding it as an outlet for their enterprise. The Peace Conference seemed to provide a God-sent opportunity for settling the vexed questions of the relationships between China and her vigorous and ambitious neighbour Japan, especially as the matters in dispute were preventing the natural expansion of trade in the Far East, and threatening political complications which might at any moment disturb the peace of those regions. So far from settling any of these problems, the Peace Conference by transferring Germany's rights in Shantung to Japan has only added fuel to the fire, and further embittered the relations between the two countries. Japan protests, in the face of all the facts to the contrary, that those relations are satisfactory and promises to deal with her great neighbour with the utmost kindness and consideration. The latest pronouncement comes from Mr. Matsuoka, Foreign Under-Secretary and a member of the Peace Delegation, who is in New York on his way back to Japan. He states that those who had participated in the Peace Conference had not a shadow of doubt that

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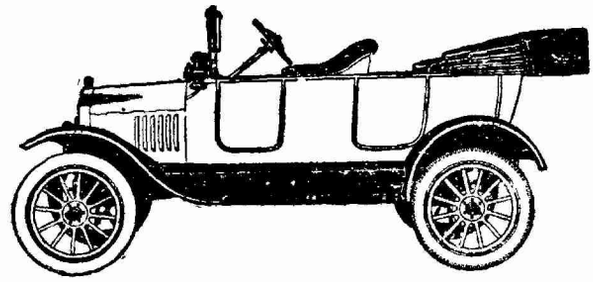

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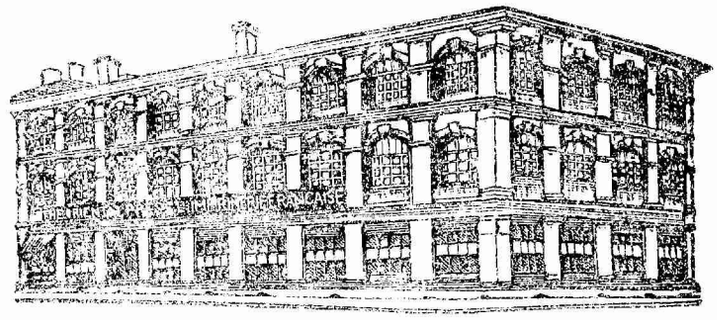

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Japan would withdraw from Shantung at the earliest possible moment, and added that he should not be surprised if the Japanese Government opened negotiations with China in a few months for the return of the Shantung Peninsula. "But the execution of the pledge," he said, "would be greatly facilitated if the outside world would desist from uttering threats against Japan and trying to apply pressure upon her. The Japanese are human and have their national pride, which should be respected." Some Japanese statesmen and newspapers must credit the world with a very short memory. If Japan's policy with regard to China excites suspicion, we would remind Mr. Matsuoka that there has been ample cause for it. With regard to the return of Kiao-chow she has shifted her ground several times, and the Chinese have every excuse in believing, in spite of her protestations, that she is pursuing a determined policy of aggression, and that unless the friendly Powers intervene on her behalf, Japan will finally acquire an undue control of China. Further, the Chinese are by no means hoodwinked as to the true inwardness of the decision of the Peace Conference in regard to Shangtung. Mr. Carson C. Chang, Professor of International Law at Peking University, puts the matter bluntly when he says that from the fact that the Great Powers would have decided the Shantung question differently but for the Treaty with Japan of 1915 and that of 1918, it may be inferred with certainty that Great Britain, France and the United States of America know they were acting unjustly towards China, but owing to the complications of treaty technicalities they thought in their haste they must commit an injustice towards China. He significantly adds that the only course for China is to adopt a policy to make her weight felt by the world. That is what she ought to have done long ago, and if she had, as we have pointed out over and over again, most of the difficulties which now beset her would never have arisen.

The Birthday of Confucius

From the "Shih Shih Hsin Pao" (Chinese)

Day before yesterday was the birthday of Confucius. A certain newspaper commented that certain people are using this as a political tool. This is only too true. We must refrain from casting invectives upon Confucius. We recognise that men of historical fame were men of their own days. The Confucian doctrine was useful in his day because the teachings of Lao Tse, which was certainly contrary to the recognized ideas of social relations was making dangerous headway. Confucius tried to check this tendency by his doctrine of benevolence (humanity and justice). His teachings succeeded in reforming society. It was, therefore, a powerful factor in those days. The same doctrine is, of course, now unsuitable for the people of our days. This is not a fault peculiar to Confucius. We should, however, do everything we can to remove those who make use of this occasion for their personal benefit because they are a real danger to progress.

Shantung and the Peace Treaty

From the "Min Kuo Jih Pao" (Chinese)

Not has Peking alone been mindful of signing the treaty with Germany at the first opportunity. The

Japanese have worked hard to get Peking to take the step. From America we learn that the Senate has rejected the Shantung amendments. We are sure this will cause the enthusiasm of Peking to sign the German treaty to rise once more in temperature. It is also certain that Japan will renew her efforts to persuade Peking to use the opportunity. With these two parties bent upon doing the same thing we fear the signing of the treaty with Germany will become a fact. We reiterate the view that the only course open to us is to submit the Shantung question to the League of Nations. Under no circumstance should we sign the treaty. If we did we would have announced our own death. When we refused to sign the treaty we did not expect the American Senate to take up such a strong attitude against the Shantung settlement. It does not concern our policy whether the amendment is accepted or rejected by the American Senate as a whole.

Japan Desires Philippine Independence

From the "Hukwang Hsin Pao," Hankow (Japanese)

A certain country can only uphold true humanity by restoring independence to the Filippinos. Poland and Finland were long under the oppression of powerful nations, and reduced to the status of principalities. Yet they have every hope of resuming their independence. Profiting by the humanity theory of that country, they "shared the grace of Buddha by accompanying him." However, Poland and Finland have already obtained their independence, and were recognized unconditionally by Denikin's Army. On the contrary, nothing of the sort was done to the Philippines in spite of their strenuous efforts and uproarous complaint. Alas! What a striking contrast it is! I suppose that the independence of the Philippine Islands will most likely result in serious consequences, and that the Powers will never settle it so readily. Even if the latter should be forced to recognize it, it will be simply a nominal recognition, and the Philippine Islands will never be placed on the same footing with Poland and Finland. Consequently in order to test the behaviour of that certain country, we must pay attention to these facts, and then we will not make misinterpretations of her diplomacy.

What is Holding Back China's Industries

From the "Shen Chow Jih Pao" (Chinese)

Many are the reasons which hold down the development of China's industry. The continued disturbance and political strife is one. The failure of the Government to stipulate trade and commerce is another. The failure of the merchants themselves to make progress is another. If the merchants were capable of making progress and improvement themselves they could have prospered in spite of the two first-named causes. The reasons why the merchants have made no progress are also many and varied; one of which is that they direct their eyes on small profits and let by the bigger profits. They mind their own smaller interests and forget the greater interests of the whole. The cotton yarn merchants have asked the government to establish a Cotton Statistics Bureau. Included in the proposal is the request to limit the export of cotton. Such is the short-sightedness of our cotton yarn merchants. They want to prosper, but don't wish others to do business.

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How the Japanese Avoid the Boycott

From the "Hsin Shen Pao" (Chinese)

As the consequence of the boycott the Japanese have altered the name of their lamp chimney factory into Chung Hua Hsing Chi. This is somewhat different from the usual case of imitation trade-mark. It takes the conviction of the boycotter to deal with the one case, and the law to deal with the ordinary kind. There are, however many kinds of imitation trademarks in use. The national day celebration is represented to be a local disturbance. Public lectures and meetings are branded as violation of the constitution. For eight years the imitation signboard of the Republic has been used to oppress the people. Who has taken the trouble to prosecute the imitator?

The Secret Treaties

From the "Chung Hua Hsin Pao" (Chinese)

The secret treaty is the weapon with which Japan expects to smother the last spark of life of China. The only way to save China is to cancel the same fundamentally. This is what the people have been crying for. It is the hope of the people that the Peking Government would negotiate at once with the Japanese, but Peking has proved itself too dumb and deaf by allowing Little Hsu to take things into his own hand for no other purpose than to please the Japanese. What is most laughable is the insistence of Wang I-tang to attract attention by means of an empty promise to disclose the text of the secret treaty. Who does not know what he is going to disclose and the usefulness of such disclosure. If he believed that the people of Shanghai could be stirred up by such a promise he is insulting Shanghai.

Rosenfeld's Weekly Cotton Market Report

China Cotton :—The actions of the market during the past week have again been very erratic, with no outside business fluctuations on the whole originated with conditions in the local market and from manipulative causes, therefore, their relation to the general situation is unimportant.

Some attention has been paid to several private crop estimates indicating a yield considerably below last year's abnormal production. While some demand must, undoubtedly, be attributed to this source, there has been no noticeable change in the attitude of trade interests and the effect of these estimates is only confined to the encouragement of speculative operations on the "Bull" side by local interests. At the close of the week, however, the tendency was more on the easy side than heretofore, owing to the fact that receipts are increasing daily. In the meantime, the stringency of "cash" money prevailing throughout the "Belt" will be the great factor to seriously impede the holding of the crop this early in the season. Attempts have been made to belittle the significance of this factor on the future course of prices, although at various spot markets prices have remained steady. Our reports, however, indicate that there is a fairly general desire to sell.

In summing up the situation, we are still of the opinion that an advance in prices is unwarranted, owing to the fact of the unfavorable exchange and Japan out of the market.

Liverpool, October 17, 1919

Liverpool Market :—

Egyptian Fully Good Fair Sakellaridis.....32.00 pence
M. G. Fine Scinde and Bengal .....15.50 „
Good Middling American, Spot.....22.17 „
do Jan.....21.90 „
do March.....21.49 „
Market :— Steady.

New York, October 22, 1919

New York Market:—

Dec. 35.85 cents
Jan. 35.55 „
Mar. 35.30 „
Spot 36.60 „
Market :—Steady.

Bombay, October 22, 1919

Indian Market:—

Broach new crop.....Rps. 507 per Khandy
Market :—Steady.

Shanghai Market:—

Shensi New Crop.....Tls. 34.50
Tungchow New Crop.. „ 33.00
Shanghai New Crop.... „ 31.00
Shanghai M. Ginned
New Crop..... „ 31.50
Ningpo New Crop..... „ 30.00
Tone of the Market :—Steady.

Villa Brothers' Weekly Silk Market Report

Tussah :—Dealers have been selling sparingly and forcing prices up after each small lot has been sold. Tls. 430 has been paid for Tussah Best Chops. Holders have now begun to lower their pretensions, anticipating cheaper cocoons for the new season.

China Steam Filatures :—Market continues quiet. The comparative lightness of stock however, enables holders to maintain their rates, and the general tone of the market is firm.

Grand Extra Chops .....Tls. 1090
Extra Chops..... „ 1050
Medium Chops..... „ 980

Tsatlee Improved Reel :—There has been a slight revival of enquiries, but business is restricted by the firmness of holders. Quotations remain practically unchanged.

Quotations : Best Chops..... Tls. 760
Market Chops..... „ 720

General :—A small business has been done with Europe in Mienchew Steam Filature "Rising Sun" 1-2 at Tls. 840; Imperial Dragon 1 at Tls. 860; Tsatlee Filatures: Pegasus 1-2 at Tls. 687.1/2; Black Horse Tls. 682.1/2.

Crop Report of the Shantung Peanut Production

Although a larger acreage of peanuts was planted in Shantung province in 1919 than ever before, due to lack of sufficient rainfall the crop is a poor one and the output will not be more than 100,000 tons, according to predictions, a consular report from Norwood F. Allman, American Vice-consul in charge at Tsinanfu, declares.

The Native Production Society gives the following figures for the Tsinanfu and Tsinanfu markets: 50,000 tons of peanuts and 10,000 tons of peanut oil. These figures, Mr. Allman states, are fairly reliable and the balance of the estimated production for 1919 will come from all of the lesser districts around Tsinanfu. It is impossible to get exact figures as no statistics are kept.

"Hand made Championship" Tennis Balls

The Best and Cheapest For the Season
Try a dozen and prove it.

Squires Bingham Co.

Store of Quality
17-A Nanking Road Tel. Central 4770
SHANGHAI

MONEY CANNOT BUY MORE

Its made a real hit and no wonder with such a beautiful Crepe de Chine. Hand made, pure, in its original shade it is offered to you in one piece, ten yards long and twenty six inches wide. Makes beautiful shirts. As a present for either sex what better article could you choose? There is sufficient Crepe in the piece to make the most beautiful dress. For women's underwear it can't be beat. Think of the memories this Crepe brings to its owner. Think of the distance from whence it comes. Think of Marco Polo, of Kublai Kahn, of Kings, Queens and millionaires. The richest people in the world cannot buy any finer more pliable silk than this Crepe de Chine. The price of dollars twenty per piece is within reach of all. Send along your cheque or Chinese postal money order and we will at once mail you one piece of Szechwan Crepe de Chine, postage free. If you really want to be keen send her a piece of Crepe de Chine.

WIDLER & COMPANY

Chungking, West China.

The production of peanuts in Shantung, according to the Chinese Chamber of Commerce of Tsinanfu, in 1916 was between 400,000 and 500,000 tons, while in 1917 due to floods it fell to about 200,000 tons. The 1918 production was estimated to be about 500,000 tons. Because of the scant crop of this year, prices will as a natural result run higher on the markets.

Commercial and Financial Notes

An entire brewery and part of a second was loaded on the Japanese freighter, *Inaho Maru*, for erection and operation in Japan at Vancouver recently.

Orders for California rice are being placed by Japanese firms. One firm recently purchased one million pounds of Sacramento Valley rice.

Imports of condensed milk into Hongkong during 1918 were valued at $3,886,640. Out of this total 92 percent, valued at $3,588,584, came from the United States.

John Rosseter, a director and former general manager of the Pacific Mail Steamship Co., has resigned his connection with the United States Shipping Board, his resignation becoming effective, Oct. 30.

Fu Chung Corporation

The FU CHUNG CORPORATION, a British-Chinese Company, has the exclusive Selling Rights of the Well-known *Honan Anthracite Coal*, produced at the Mines of the Pekin Syndicate Ltd. and the Chung Yuan Co. Ltd., The Honan Anthracite Coal is the best Domestic Fuel in the Far East, is smokeless, economical and durable, and burns with an intense heat. It is very suitable for *open fire grates, stoves of all kinds, and steam Heaters.* The Boiler Coal, a grade specially prepared for steam raising, where mechanical draught facilities are available gives excellent results, economy of consumption being a main feature with this coal.

The Fu Chung Corporation has depots established at Shanghai, Hankow, Nanking, Pukow, Tientsin, Pao Ting Fu, Taokow and Lintsingchow, also interior agencies along the Tao-Ching, Kin-Han, Pienlo and Lunghai Railways, and along the main interior waterways from Honan Province. The present market is upwards of 1,200,000 tons per annum.

The Fu Chung Corporation is also prepared to act as Interior Agents in Honan Province for Manufacturers and Importers desiring to introduce their goods into the Interior.

All communications addressed to the General Managers, Chiaotso, Honan, will receive prompt attention.

Telegraphic Address: "Fuchung" Chiaotso.

Codes used: A.B.C. 5th Edition; and Bentleys.

We are Manufacturers of All Kinds of

Pure, Sweet Chocolate
Milk Chocolate Tablets
Covertures—Cocoa Powders, Cocoa Butter.

Cable or Write us for Export Prices stating Shipments desired.

Large Factory Facilities enable us to take care of your every need.

ROCKWOOD & COMPANY

Brooklyn, N. Y., U. S. A.
Estab. 1886.

Cable Address:
"WOODROCK"–Brooklyn. **All Codes Used**

10-428

The Hongkong Government, according to a recent issue of *Commerce Reports*, proposes to build a number of small apartment houses and a hotel in Kowloon, at an estimated cost of $1,500,000.

Exports of domestic cotton and linters for the month of August from the United States this year amounted to 473,872 bales and 287,450 bales in 1918, according to a recent issue of *Commerce Reports*.

There is a market in the Canton consular district, according to a recent issue of *Commerce Reports*, for crude oil engines of from 4 to 60 horsepower and which are adapted to the operation of machinery of all kinds.

A semi-annual dividend at the rate of 14 per cent per annum, free of income tax, has been announced by the Chartered Bank of India, Australia and China, from London, for the six months ending June 30, 1919.

The commercial supremacy of the seas will be disputed by Japan with Great Britain and the United States, Baron Kondo, president of the Nippon Yusen Kaisha, declared recently in an interview given in New York.

The Philippine Chamber of Commerce is said to be considering the compilation of reliable credit information, which it intends to publish for the information of the foreign patrons of the islands, or to furnish upon application.

The crop prospects of Manchuria, as reported by the American consul at Dairen, exclusive of the Harbin district, are: Paddy rice, normal; wheat, millet, barley and kaoliang, 80 percent of normal; beans, upland rice, and maize, 70 percent of normal.

Far Eastern trade, commercial Chinese and merchant marine administration have been announced as subjects for specialization in addition to the regular courses in investments, banking, commercial law, and finance by the Wall Street division of the New York University at 25 Broad Street, New York.

The importation of dyestuffs into the Straits Settlements, except those manufactured within the British Empire, is prohibited unless a license is obtained from the Governor, by new regulations recently adopted, according to a report from Edwin N. Gunsaulus, Consul-General for the United States at Singapore.

Definite plans for a foreign trade policy and the formulation of a financing plan to meet the exchange problem for the business men of the United States were the main topics of consideration at a meeting of leaders in trade and industry held in New York, October 16 and 17, under the direction of the American Manufacturers' Export Association.

The Foochow branch of the American Association of China has been formed recently. The new organization will largely care for American commercial interests, which are rapidly expanding in the Foochow consular district, and will take the place of an American Chamber of Commerce, the number of local Americans being too few to support a chamber of commerce.

The Han-Yeh Ding Company is erecting a modern industrial city at Wan-sing-kang, on the Yangtze River, about 75 miles below Hankow, to provide for the expansion of the blast furnaces and other work for twenty years to come, according to recent United States Consular reports. Sanitation, lighting, ventilation, streets and sewers are carefully planned in a creditable manner.

A fleet of vessels owned by the Barber Line, Inc., of New York will operate between the Atlantic and the Orient by way of the Panama Canal and San Francisco, according to a recent announcement by the company. The *Laks Gilpin*, which has been assigned to the new fleet is an oil burner and has docked at San Francisco. The *Hah Yih* and *Wytheville* have also been assigned to the run.

The largest American owned fleet operating on the Pacific is the Admiral Line, according to reports from Washington. At present the company owns twenty-three of its own ships and is operating forty for the United States Shipping Board. The line is making a strong bid for business now controlled by Japanese, according to E. G. McMiken, general manager, and representatives in the Orient have succeeded in obtaining return cargoes necessary in operating government vessels.

While the rice situation throughout the Orient is very serious, a recent issue of *Commerce Reports* declares at present it is expected in many quarters to be even worse next year because the summer crops in many important rice-growing centers are but 50 per-cent normal. In the mountains of Sumatra, Dutch East Indies, there are said to be approximately 60,000 to 90,000 tons of rice that cannot be brought out to the hungry people on the coast on account of a lack of transportation facilities.

"The United States has displaced Great Britain as the world's greatest export country," Sir Hamar Greenwood, M. P., secretary of the British Overseas Trade Department declared recently, according to a London dispatch dated September 14. He also warned business men of Great Britain that unless an increase in coal production was brought about, British trade cannot revive. Sir Greenwood gave industrial unrest hampering British trade revival. He stated that Great Britain was being replaced in the Far East by both Japan and the United States, the latter being the greater rival.

The first association of American manufacturers operating under the Webb-Pomerene Act has been organized under the name of the Namsua South American Corporation. The organization plan has been fostered by the National Association of Manufacturers, the initial letters of which combined with U. S. A., make up the firm name. Similar organizations are being contemplated to extend operations to Europe, the Far East, Australiasia, South Africa, and other primary markets until eventually the whole world will be covered adequately by efficient American representation, according to announcements of the Association.

An American Chamber of Commerce has been formed at Brazil with headquarters at Rio de Janeiro. Paul C. Trimble, the secretary-manager of the Chamber, is issuing weekly bulletins on trade conditions from an American standpoint. The Chamber, accordin to its announcements, is working to establish confidence among the Brazilians in American business houses. The Chamber will also seek to guarantee the integrity of all of its members by closely investigating their standing before admitting them to membership. A New York office of the Chamber has been established at 37 Liberty Street, where available information concerning Brazil will be centered for the benefit of American firms, and later a monthly bulletin will be issued from this office.

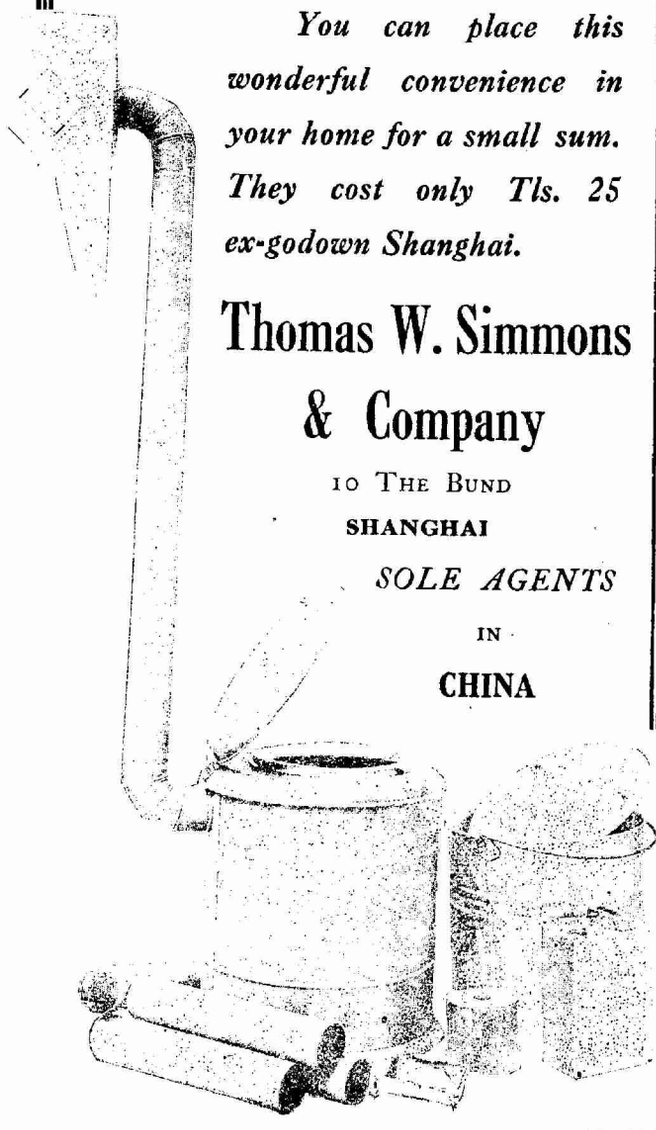
What We Have Waited For For Years

THE RO-SAN CHEMICAL TOILET

The RO-SAN CHEMICAL TOILET that eliminates all danger of disease and is absolutely guaranteed to be odorless.

No picture can do justice to the appearance of this toilet when set up. It is finished in gray enamel, three coats baked on, with gold stripes. The vent pipe has the same finish.

You can place this wonderful convenience in your home for a small sum. They cost only Tls. 25 ex-godown Shanghai.



Thomas W. Simmons & Company

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SHANGHAI

SOLE AGENTS

IN

CHINA

10-429

Chinese Government Railways
PEKING-HANKOW LINE
"The Road Through the Heart of China"

THE Peking-Hankow Line, the most important section of China's overland route, enables tourists and travellers to get a glimpse of Old China, the train passing through magnificent scenery traversing the great plains of Chihli, the central portion of Honan and the mountainous region of the eastern Hupeh province.

The Peking-Hankow route joins at Fengtai the main line of the Peking-Mukden Railway, by means of which this line is connected with the railways in Manchuria, Korea, Japan and Siberia, while steamer facilities at Hankow bring it into easy communications with the Yangtze River ports and Shanghai.

From the Capital of Hankow the journey occupies 34 hours, by the daily through train which is provided with up-to-date sleeping and dining accommodations.

Chikungshan Mountain (Summer Resort). Not many Summer Resorts in China inland can bear comparison with the natural charming views that reward those who ascend the mountain of Chi Kung Shan whose summit stands at an altitude of 1980 ft. On reaching Sintien Station, situated 110 m. from Hankow, a serpentine road climbs the mountain, on top of which are hundreds of beautiful bungalows awaiting vacationists. This popular resort is celebrated for its scenery where an almost unbroken communion with nature can be enjoyed for a week at a time.

Hsi Ling or Western Tombs. With their present-day accessibility, there is now little excuse for visitors to Peking omitting a trip to the Western Tombs, undoubtedly one of the most impressive sights in China. The site of these beautifully adorned Imperial Tombs is close to Liang Ko Chwang station, 79 m. from Peking, which is reached by a Branch-line formerly built for the exclusive use of the Imperial Sovereigns when visiting the Tombs of their ancestors. The Western Tombs include the mausoleums of four Manchu Emperors and three Empresses, as well as those of a number of Princesses. The region is justly appreciated for the charming scenery surrounding the Imperial Tombs and is highly recommended to any one in search of the extraordinary and beautiful.

Chinese Government Railway

Kaifengfu-Honanfu (Peinlo) Line

The Kaifengfu-Honanfu (Pienlo) Railway often called the Lunghai and Pienlo Line connects the main Shanghai-Tientsin lines with the Peking-Hankow line. It is 115 miles long and was financed principally by Franco-Belgian capital.

This line joins the Peking-Hankow Railway at Chenchow and an extension to Hsuchowfu on the Shanghai-Nanking-Tientsin line is contemplated. The line is franchised and has a capital of Mex. $17,270,595 of which Mex.$17,182,006 is paid up. The franchise for its construction was granted to the Compagnie Generale des Chemins de fer et Tramways de Chine. 260 miles of extension to Sianfu was originally granted to two Chinese provincial companies. The first Section of 115 miles was redeemed by the Chinese Central Government in 1914.

The amount at credit for the cost of the railway was Mex. $16,537.779 and of this sum Mex. $16,300,117 has already been disbursed. Passenger receipts for the first five years working were: Mex. $273 489; $303,960; (No record)? $482,097; $537,313. Freight receipts in 1911 and 1912 were Mex. $261,348; and Mex. $274,960, and in 1914 and 1915 Mex. $547,388 and $485,377 respectively.

The general working expenses in 1911 and 1912 were Mex. $465,179 and $524,741 and in 1914 and 1915 were Mex. $464,464 and $606,426 respectively.

Further information regarding the line may be obtained by addressing the

DIRECTOR-GENERAL, LUNGHAI RAILWAY
Peking, China.

10-430

The town of Namhung, China, is the center of the Namhung tobacco district, and is about 200 miles up the river from Canton. The Namhung tobacco crop, which matures during the month of September, amounts to about 35,000 bales of 1 picul each, according to a recent issue of *Commerce Reports*. There are three grades: Extra, No. 1, and No. 2, and it is all hand-selected stock. This tobacco is brought to Canton overland and by junk, it sometimes being six days in transit, and practically the entire crop is marketed in Canton by Chinese tobacco brokers. As this is a sun dried crop it is not safe to ship it until it has dried out for at least 60 days, and in order for American manufacturers to buy it with safety it is necessary to have a tobacco buyer on the ground to inspect it and take delivery.

The State of California to further the development of the vegetable oil import and export business of San Francisco, which has been steadily increasing for several years, through Board of Harbor Commissioners, is completing on Islais creek storage sheds to cost between $400,000 and $500,000. The storage sheds will be finished about November 1. The space will be open to the use of any exporter or importer at regular port fees charged for handling such products. Willits and Patterson, Balfour, Guthrie and Company, Ralph and Company, H.W. Peabody and Company, and S. L. Jones and Company, have requested leases on a large area of land adjoining the storage sheds to construct storage tanks at an aggregate cost of $100,000, making it possible for the companies to pump the oil from the holds of arriving steamers direct to the storage receptacles.

Demand for American iron and steel in the Orient is holding up the exports of those commodities in the United States, a recent issue of *Iron Age* states. One of the most gratifying developments, the publication declares, is the fact that English export houses are now purchasing in the American market not only for India but also to enable them to fill inquiries which they have received from the Far East. These dealers are doing their best to retain their old customers in this way. Japan has been buying heavily in steel sheets. Orders for several thousand boxes each of tin plate have been received from both Japan and China. Japan is also making inquiries for ship plates and heavy rails, to a total amount of 5,000 tons, and has also purchased 1,000 tons of wire rods. China is again inquiring for nails and 580 tons of structural steel.

A central headquarters for the Far East has recently been opened by the Goodyear Tire and Rubber Co., at Manila, where the manufactured goods will be kept in stock in distributing warehouses and the following countries will be served: Philippine Islands, Straits Settlements, China, Siam, Dutch East Indies, Federated Malay States, Siberia, Japan and French Indo-China. The announcement of the opening of the headquarters declares as its purpose better cooperation with motor car and truck dealers, garages, repair and accessory shops in the Far East. A similar branch has been established at Colon, Panama. At Manila there will be maintained presses for the application of solid truck tires and also complete stocks of Goodyear straight-side tires, cords, pneumatic and solid truck tires, motor cycle tires, tire saver accessories, rubber belting, packing and hose, Neolin shoe soles and Goodyear rubber heels.

New Books and Publications

Books on Community Service

The American City Bureau, Tribune Bldg., New York City, will be glad to supply any of these books upon receipt of the price.

1. "Developing Executive Ability." By Enoch Burton Gowin. Price $3.00. An excellent and up-to-date book of personal efficiency describing in detail the various elements which go to make up executive ability.

2. "Social Games and Group Dances." By Elsom & Trilling. Price $1.75. An excellent collection of games and dances suitable for community and social use.

3. Cleveland Recreation Survey Reports. Six books at $.25 per vol. These include:

"Delinquency and Spare Time," Henry W. Thurston, Instructor in Child Welfare New York School of Philanthropy.

"School Work and Spare Time," F. G. Bonser. Prof. of Education, Columbia University.

"Wholesome Citizens and Spare Time," John L. Gillin, Prof. of Sociology, University of Wisconsin.

"The Sphere of Private Organizations," Katherine Vassault, Richmond Hill Social Settlement New York City,

"The Commercialization of Recreation," Charlotte Rumbold, Asst. Secty., Chamber of Commerce, Cleveland, O.

"Public Provision for Recreation," Rowland Haynes, Director, War Camp Community Service, New York City.

and a summary volume costing $.50 giving a community recreation program.

4. "Broken Homes." By Joanna C. Colcord. Russell Sage Foundation. A study of family desertion and its social treatment.

5. "The Six Hour Day." By Lord Leverhulme. Price $3.50. A detailed and interesting account of the huge English manufacturing concern which produces the world-wide known "Sunlight" soap, giving actual business results obtained under a six-hour day.

6. "Democracy: Discipline: Peace." By W. R. Thayer. Three lectures given at Brown University under the Culver Lectureship. Price $1.00.

7. "An American Labor Policy." By Julius Henry Cohen. A recent essay on timely labor subjects.

At the Shanghai Hotels

The following guests have registered at the Astor House Hotel during the week: Mr. and Mrs. Danner; Drayson, Hankow; W. F. Farnham, Yokohama; Mr. and Mrs. E. D. Hayward, San Francisco; R. W. Wortman, New York; H. M. Hodges; Mr. and Mrs. H. J. McVoaugh; A. Campbell; J. H. Wade; Mrs. Ostroevrkhow; Mrs. Fumagallie; S. Zimmerman, Tsingtao; R. S. Green, Peking; Col. F. H. Lautry, Siberia; Lt. Kane; F. C. Kane; F. C. Patts, London; Lt. Staowelsky, Siberia; Capt. Searle, Siberia; S. N. Hyndman, Yokohama; C. E. Albert, Cincinnati; J. Russell, Cincinnati; C. Haymann, New York; Lt. H. Ventch, Vladivostock; E. Bradey, Chicago; Miss A. Bradey; Mrs. E. F. Samson, Hankow; Mr. and Mrs. Coshead, New Zealand; Mr. and Mrs. Patton, England; Mr. and Mrs. Hughes; H. R. Poursselte; Mr. and Mrs. E. J. Eabrey; C. W. Mallank, New York; Mr. and Mrs. L. Hoyt, Chicago; Mr. and Mrs. W. H. Plant; J. H. Crocker, Bristol; J. A. Upham, San Francisco; Mrs. W. J. Wurmsley, San Francisco; Mr. and Mrs. G. E. Coleman, Santa Burbara; Mr. and Mrs. W. E. Coverley, New York; Mr. and Mrs. S. Kohn, San Francisco; J. Wolkow, New York; Miss D. S. Upton, Tsingtao; J. Schenssel; Mr. and Mrs. Wm. Funder; W. C. Foster; Capt. A. Riva; Capt. A. Sardi; Mr. and Mrs. O. H. Ritter, Hongkong; G. Boycekup; P. G. S. Luscomber; Tientsin; H. T. Tiencken, Tientsin; M. N. Nierce, New York; R. D. Pitt, Ningpo; Mr. and Mrs. L. C. Winters; Capt. E. Galtand, Hongkong; C. M. Shirrell, Santa Barbara.

The following guests have registered at the Palace Hotel durirg the week: Mrs. J. Florida, San Francisco; Miss G. Florida, San Franciso; H. de Lacey San Francisco; Dr. Buckley, San Francisco; Miss Buckley, San Francisco; E Featherston, San Francisco; K. H. Martin, San Francisco; N. H. Rutherford, England; Mr. and Mrs. G. Sugden; Gebauer, Vladivestock; Mrs. George I. Ioes, San Francisco; Miss Sally Fox, San Francisco; Dr. and Mrs. Chas. Margeles; Miss Lewis, Chinkiang; Mr. and Mrs. N. Wright and son, San Francisco; H. W. Dean, Manila; Mr. and Mrs. H. V. Murray and child; Mr. and Mrs. R. A. Currie; L. Lewis; Mr. and Mrs. C. H. Minor, Peking; Mrs. B. Schatt, Peking; Lewis Peak; Mr. and Mrs. G. J. Newman, Local; Mr. and Mrs. Battersby and children; Mrs. H. Dunning, Seattle; Mrs. Elliott, Sydney; Mrs. Seth, Sydney; W. Moore; J. T. Read, Tientsin; Mr. and Mrs. Ch. Marges, Tientsin; Miss Le Troquer; Mr. and Mrs. E. S. Cunningham; B. W. Duthoit.

The following guests have registered at the Grand Hotel Kalee during the week: A. W. S. Lee, Wuhu; S. S. Mckee, New York; Mr. and Mrs. E. Thompson; Mr. and Mrs. S. G. Wilkinson and children, Hankow; L. C. Esser, Manila; H. W. Brooke, San Francisco; Mr. and Mrs. J. C. Anderson, Koupontzee; Miss L. Vorolieff, Vladivostock; Lt. Czekanski, Vladivostock; A. Korelin, Dairen; Dr. and Mrs. J. E. Haltman and child; Mr. and Mrs. G. Fairant and children, Tientsin; D. C. Scweizer, San Francisco; Mr. and Mrs. Prepoff, Yokohama; Vetuh Knovsky; Mr. and Mrs. O. B. French, Peking; Miss B. Schott, Siberia; Lt. Dulfoy, Siberia.

The China Mutual Life Insurance Co., Ltd.

Will be pleased to send the latest Prospectus and a copy of the Balance Sheet to any subscriber to Millard's Review, on receiving a telephone message or a letter of request.

HEAD OFFICE,
10 Canton Road
SHANGHAI, CHINA

The United States Court for China

(Established by Act of Congress of June 30, 1906.)

JUDGE, Charles S. Lobingier.

DISTRICT ATTORNEY, Chauncey P. Holcomb.

MARSHAL, COMMISSIONER, DISBURSING OFFICER, } Nelson E. Lurton.

CELRK, James P. Connolly.

REPORTER, DEPUTY CLERK, } William A. Chapman.

DEPUTY MARSHAL, Neville Craig.

OFFICE HOURS { Judge 9-12.30; 3-5. Staff, 9-12; 2-4.

TIENTSIN:

DEPUTY MARSHAL, William T. Collins.

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of ELLEN M. LYON, Deceased. | Cause No. 842 | Estate No. 306

NOTICE

NOTICE is hereby given to all parties interested that the undersigned have been appointed Executors of the above named decedent's estate in China; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before April 25, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

Mr. and Mrs. EDDY L. FORD,
Executors,
Foochow, China.

October 25, 1919.

CANTON:

DEPUTY CLERK, Emery J. Woodall.

All Notices, Announcements, Judgments, Orders and other Proceedings appearing in this department of MILLARD'S REVIEW may be accepted as authentic.

Recent Filings:

October 23, 1919; Cause No. 860; In re Last Will and Testament of M. Lippenow, deceased; copy of will.
" 23, " Cause No. 861; Shanghai Lusitano Club v. Klinck; petition; summons.
" 24, " Cause No. 862; U. S. v. Martinez; affidavit.
" 24, " Cause No. 846; Zee Foh Sung v. Fernandez; answer.
" 24, " Cause No. 863; Scott v. Stone; petition; affidavit for attachment.
" 25, " Cause No. 864; U. S. v. Ebora; complaint.
" 25, " Cause No. 778; In re Estate of Irene Murray, deceased; inventory.
" 28, " Cause No. 865; U. S. v. Calb; complaint.
" 28, " Cause No. 866; In re adoption of Vladimir Gordiev; petition; release; depositions.
" 29, " Cause No. 867; U. S. v. Dowling; complaint.
" 29, " Cause No. 868; In re Last Will and Testament of William E. Crocker, deceased; will.
" 29, " Cause No. 869; Reids, Ltd. v. Fernandez; petition.

Hearings:

October 25, 1919; Cause No. 862; U. S. v. Martinez.
" 25, " Cause No. 864; U. S. v. Ebora.
" 28, " Cause No. 865; U. S. v. Calb.
" 29, " Cause No. 867; U. S. v. Dowling.

Judgments and Orders:

October 25, 1919; Cause No. 862; U. S. v. Martinez; fine.
" 25, " Cause No. 864; U. S. v. Ebora; fine.
" 28, " Cause No. 865; U. S. v. Calb; fine.
" 29, " Cause No. 867; U. S. v. Dowling; fine.

Shanghai Exchange for week ending Wednesday, Oct. 29th, 1919

By Maitland, Fearon and Brand

Exchange:—Silver in London at 65⅝d. for ready delivery and 64 7/16d. forward shows an advance of ¾d. and 1 1/16d. respectively, since this day last week, and is incidentally the highest price touched in the last 50 years. Local rates have risen in the same period from 6/6 to 6/8.

The tone of the market throughout the week has been decidedly strong. A premium of 3⅛d. for cash was at one time offering, but with money to-day a little more plentiful, the market closes with nothing better offering than 1d to 1⅛d. over the official rate of 6/8.

The demand throughout the week has not been great though the slightly easier feeling existing to-day brought out a fair number of buyers.

Export papers for November delivery has been placed at 1½ over the current rate, while ½ premium is being asked for December bills. The New York/London rate at 4.17½ has remained steady, while the London/Paris at 36.15 shows a slight improvement.

The local stock of sycee and Bar Silver at Tls. 22,870,000 is about 42 lakhs up, while the stock of Mexican and Chinese Dollars at $12,890,000 is $110,000 up.

†	Average rates for Sept.	Thur. Oct. 23	Friday Oct. 24	Sat. Oct. 25	Mon. Oct. 27	Tues. Oct. 28	Wed. Oct. 29
Bank's selling rates		*opening closing*	*opening closing*	*opening closing*	*opening closing*	*opening closing*	*opening closing*
T/T on London	6/0.788	6/5	6/5	6/6	6/6	6/7	6/8
D/Dfts. ,,	—	6/5¼	6/5¼	6/6¼	6/6¼	6/7¼	6/8¼
4m/s ,,	—	6/5½	6/5½	6/6½	6/6½	6/7½	6/8½
T/T on India	302.058	319	319	323½	323½	327½	330
T/T on France	1,030.800	1155	1155	1170	1170	1185	1200
T/T on N. Y.	126.981	135	135	136	136	138½	140
T/T on H'kong	66.173	67½	67½	67½	67½	67½	67½
T/T on Japan	39.360	37⅜	37⅜	37	37	36⅝	36¼
T/T on Batavia	329.971	346½	346⅛	351	351	355½	360
T/T on Straits	38,981	36¾	36¾	36¼	36¼	35⅞	35⅝
Bank's buying rates							
4m/s Bills on L. Credits, & D/A	6/3.750	6.8½	6.8½	6.9½	6.9½	6.10½	6.11½
6m/s ,, ,, ,,	6/4.346	6.9¼	6.9¼	6.10¼	6.10¼	6.11¼	7⅛
4m/s ,, ,, D/P	—	6.8¾	6.8⅞	6.9¾	6.9¾	6.10¾	6.11⅝
6m/s ,, ,, ,,		NOMINAL	NOMINAL	NOMINAL	NOMINAL	NOMINAL	NOMINAL
4m/s Bills on F. Crs., D/A, or D/P	1,115.500	1265	1265	1280	1280	1295	1310
4m/s ,, N.Y. Lc.	135.557	143	143	144	144	146½	148
4m/s ,, ,, Docs	—	143⅜	143⅜	144⅜	144¾	147¼	148¾

†Based on Daily Official quotation, higher rate taken on rising Market, lower when falling	Oct. 23	Oct. 24	Oct. 25	Oct. 27	Oct. 28	Oct. 29
Bullion.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.
* **London** Price of Bar Silver per oz. (English Standard 925 touch) ... Pence	63¾	63⅞	64¼	no wire	65	65⅜
Shanghai Price of Gold Bars (weight Tls. 10 (Chauping) 978 touch ...	170⁷⁰	170¹⁰	170⁸⁰	169⁸⁰	167⁹⁰	168⁴⁰
Shanghai Silver Bar (weight Tls. 100 (Canton) 999 touch)	111¹⁰	111¹⁰	111¹⁰	111¹⁰	111¹⁰	111¹⁰
Shanghai Mexican Dollars per $ 100	74.45	74.45	74.275	74.15	74.125	74.35
Native Bank Rate of Interest (Call money).....	9%	9%	5½%	7%	9%	9%
*Closing Price in London for Previous day.						

Bank of England rate of discount	5%	London on Paris	T/T 36.15
Bank of France rate of discount		New York on London	T/T 4.17½
London open Market rate of Discount	3 m/s. 4 1/16%	Bombay on London	T/T 1/11⅞
,, ,,	4 m/s. 4 1/16%	Hongkong on ,,	T/T 4/6
,, ,,	6 m/s. 4 1/16%	Yokohama ,, ,,	T/T 2/4⅞